

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 4933

晚五廿月七年一十三緒光

FRIDAY, AUGUST 25 1905.

五拜禮

號五廿月八年英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$10,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq.
E. GOETS, Esq.
G. H. MEDBURST, Esq.
A. J. RAYMOND, Esq.
F. SALINGER, Esq.

CHIEF MANAGER:
HONGKONG—J. R. M. SMITH.
MANAGER:
SHANGHAI—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per annum.
For 6 months, 3 per Cent. per annum.
For 12 months, 4 per Cent. per annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 19th August, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 per Cent. per annum.
Depositors may transfer to their own balances of \$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1905. [21]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.
CAPITAL AND SURPLUS AUTHORIZED.....\$10,000,000
CAPITAL PAID UP.....\$2,500,000
RESERVE FUND.....\$2,500,000

HEAD OFFICE:
NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
[BRITISH LINEN COMPANY BANK.]
BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.
CHARLES R. SCOTT,
Manager.

20, Des Vaux Road,
Hongkong, 26th May, 1905. [21]

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 18,000,000
CAPITAL UNCALLED....." 6,000,000
RESERVE FUND....." 9,720,000

Head Office:—YOKOHAMA.

Branches and Agencies:
TOKIO. NEW YORK.
YOKOHAMA. HONOLULU.
NAGASAKI. SHANGHAI.
LYONS. HANKOW.
SAN FRANCISCO. NEWCHANG.
BOMBAY. MUKDEN.
TIENTSIN. PORT ARTHUR.
YOKOHAMA. CHEFOO.
Kobe. DALNY.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARKS' BANK, LD.
THE UNION OF LONDON AND SMITH'S BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per annum on the Daily Balance.
On Fixed Deposits for 12 months at 5 per Cent.

Hongkong, 23rd May, 1905. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.
CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000
RESERVE FUND.....£875,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per Cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per Cent.
T. P. COCHRANE,
Manager.

Hongkong, 18th May, 1905. [24]

THE DEUTSCHE ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sb. Taels 7,500,000
HEAD OFFICE:—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Calcutta. Hankow.
Tientsin. Tsingtau.
Peking.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be ascertained on application. Every description of Banking and Exchange business transacted.
HUGO SUTER,
Sub-Manager.

Hongkong, 1st August, 1905. [25]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.
LONDON, &c. [MALTA] August 26th. See Special
[R. A. Peters] Noon. Advertisement.

YOKOHAMA VIA SHANGHAI, MOJI and KOBE. [PERA] About 31st August. Freight only.
(Passing through the Inland Sea.) [A. L. Valentini]

LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES. [MALACCA] About 31st August. Freight and Passage.
[G. W. Babot, R.N.R.]

For Further Particulars, apply to

Hongkong, 24th August, 1905. [2]

L. S. LEWIS, Acting Superintendent.

Intimations.

LANE, CRAWFORD & CO.

Last Week of

REMOVAL SALE

20 per Cent. REDUCTION

FOR CASH.

BARGAINS

IN ALL DEPARTMENTS.

Sale Closes 31st instant.

LANE, CRAWFORD & CO.

Hongkong, 23rd August, 1905. [34]

KÜPPER'S

PILSENER BEER.

The best PILSENER in the East; ask for Küpper,

and see that you get it.

CALDBECK MACGREGOR & CO.,

SOLE AGENTS,

15, Queen's Road Central.

Hongkong, 2nd August, 1905. [17]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the half year ending 30th June last, at the rate of ONE POUND AND FIFTEEN SHILLINGS STERLING per Share of \$125, is payable on and after MONDAY, the 21st day of August current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 19th August, 1905. [847]

THE Undersigned invite applications for the post of COMPTROLLER to an old and well established Bank. Applications to be in writing and to state qualifications and age of applicant. The highest references required.

No one need apply unless he is an experienced man of business and prepared to give substantial security.
Apply to—
JOHNSON, STOKES & MASTER.
Hongkong, 19th August, 1905. [848]

GOVERNMENT OF BRITISH NORTH BORNEO.

REVENUE FARMS FOR 1906, 1907, 1908.

TENDERS will be received by the Secretary to the Governor, Sandakan, on or before 20th October, 1905, for the following REVENUE FARMS, for the year 1906, or for the three years 1906, 1907, 1908.

OPIMUM FARM.
SPIRIT LICENSE FARM.
PAWNBROKING FARM.
CUSTOMS FARM (North Borneo only).
GAMBLING RESTRICTION FARM (North Borneo only).

For particulars, apply to—
GIBB, LIVINGSTON & Co.,
Agents, British North Borneo Co.,
Hongkong.

Hongkong, 22nd July, 1905. [77]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12 1/2 per Share for the six months ending 30th June, 1905, declared at Monday's Ordinary Half-yearly Meeting, will be Payable at the premises of the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 22nd August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 22nd August, 1905. [853]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 77.

CAMBRIDGE AND WHAMPOA BARRIERS.

WIDENING OF CHANNELS THROUGH.

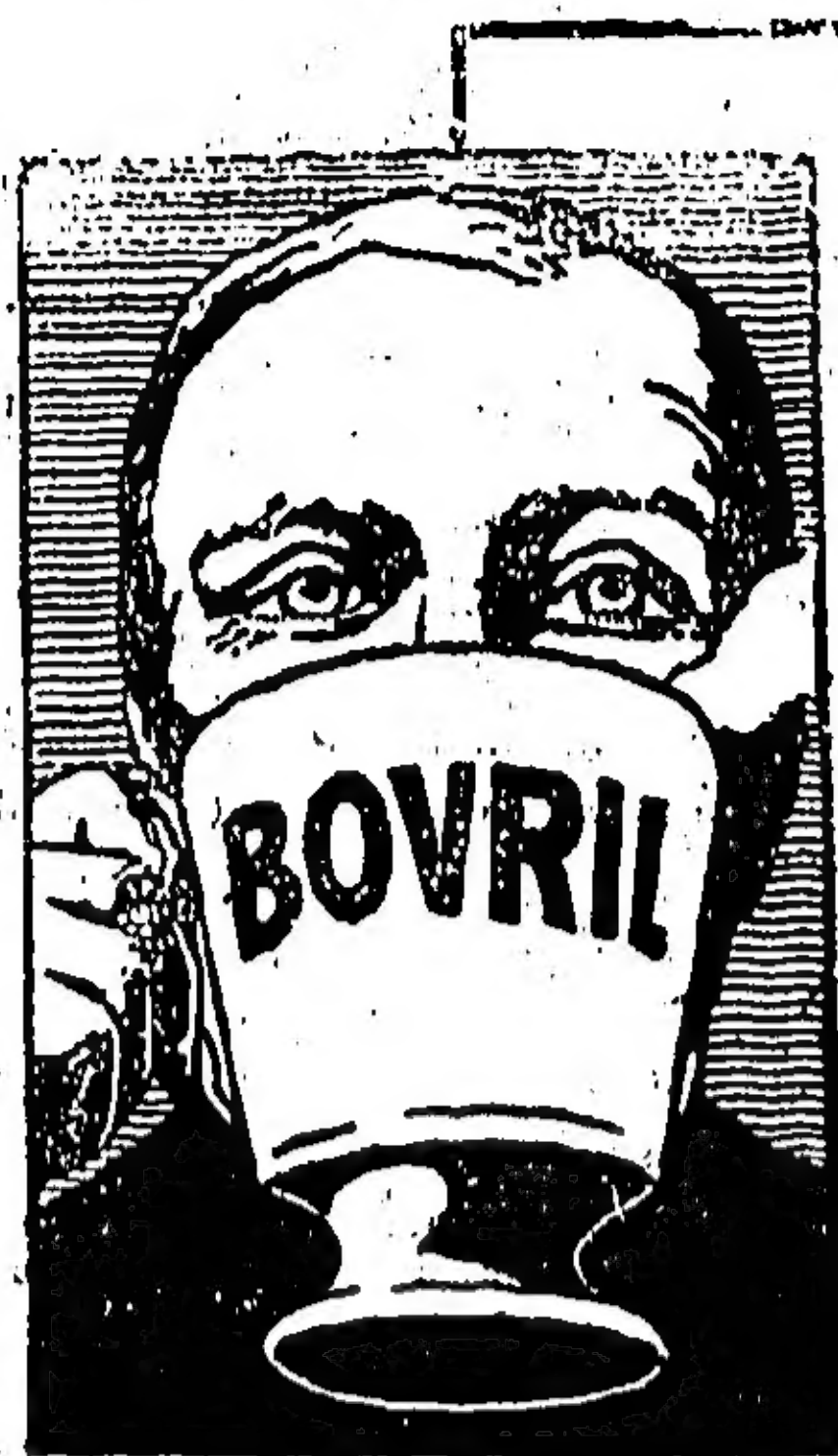
NOTICE is hereby given that the Channels through the Cambridge and Whampoa Barriers in the Front Reach approach to Canton have been widened and deepened as follows:—
CAMBRIDGE BARRIER.—A length of 112 feet of the Southern end of the central section of this Barrier has been removed and the channel through it has now a width of 440 feet with a least depth of 16 feet at Low Water of Spring Tides.

WHAMPOA BARRIER.—A length of 150 feet of the Southern end of the central section of this Barrier has been removed and the channel through it has now a width of 400 feet with a least depth of 9 feet at Low Water of Spring Tides.

J. HOWELL MAY,
Harbour Master.

Approved:
F. J. MAYERS,
Acting Commissioner of Customs.
Custom House,
Canton, 21st August, 1905. [855]

Intimations.



The best
oil for the
hinges of
friendship.

57]

"MINIMAX"

FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED,
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN,
ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO ROSE. AUTOMATIC.
Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

Is Self-acting. Destroys all smokes. Can be used by anyone, even lady or child.

IMPORTANT POINTS FOR CONSIDERATION.
"MINIMAX"
Always ready for immediate use. Requires only one hand to hold. Weight only 18 lbs. when full. Maximum of simplicity and effect.

Hongkong, 10th May, 1905. [553]

PHOTO SUPPLIES.

LONG, HING & Co.,

17, QUEEN'S ROAD.

Hongkong, 15th May, 1905. [145]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 7th February, 1905.

A. F. DAVIES,
Acting Manager.
[26]

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE KOWLOON HOTEL.

J. W. OSBORN,
Proprietor and Manager.

VICTORIA HOTEL, MACAO HOTEL,

SHAMEEN, CANTON, MACAO, CHINA.

ON THE BRITISH CONCESSION. IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. Farmer, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [28]

CONNAUGHT HOTEL.

HONGKONG.

Telephone, No. 170.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water Baths and Shower Baths. Launch Service for Guests.

Finest Water Lavatories. Excellent Cuisine and Wines. Under European Management.

Hongkong, 16th June, 1905. [618]

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 102 HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maiduru, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Honda, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sashara, Tsubakura, Yoshino, Yokokubara and other Coals.

S. MINAMI, Manager Hongkong.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. ...Every 30 minutes.
7.30 a.m. to 8.00 a.m. ...Every 15 minutes.
8.00 a.m. to 8.30 a.m. ...Every 15 minutes.
8.30 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 15 minutes.
9.30 a.m. to 10.00 a.m. ...Every 15 minutes.
10.00 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.00 a.m. to 11.30 a.m. ...Every 15 minutes.
11.30 a.m. to 12.00 p.m. ...Every 15 minutes.
12.00 p.m. to 12.30 p.m. ...Every 15 minutes.
12.30 p.m. to 1.00 p.m. ...Every 15 minutes.
1.00 p.m. to 1.30 p.m. ...Every 15 minutes.
1.30 p.m. to 2.00 p.m. ...Every 15 minutes.
2.00 p.m. to 2.30 p.m. ...Every 15 minutes.
2.30 p.m. to 3.00 p.m. ...Every 15 minutes.
3.00 p.m. to 3.30 p.m. ...Every 15 minutes.
3.30 p.m. to 4.00 p.m. ...Every 15 minutes.
4.00 p.m. to 4.30 p.m. ...Every 15 minutes.
4.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 5.30 p.m. ...Every 15 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 15 minutes.
9.30 a.m. to 10.00 a.m. ...Every 15 minutes.
10.00 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.00 a.m. to 11.30 a.m. ...Every 15 minutes.
11.30 a.m. to 12.00 p.m. ...Every 15 minutes.
12.00 p.m. to 1.00 p.m. ...Every 15 minutes.
1.00 p.m. to 2.00 p.m. ...Every 15 minutes.
2.00 p.m. to 3.00 p.m. ...Every 15 minutes.
3.00 p.m. to 4.00 p.m. ...Every 15 minutes.
4.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 15 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 15 minutes.

NIGHT CARS as on Week Days.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON, Liquidators.
Hongkong, 11th July, 1905. [65]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKER, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.
Hongkong, 7th March, 1905. [44]

Intimation.

**WM. POWELL,
LIMITED.**

**"ALEXANDRA
BUILDINGS"**
Des Vieux Road.

**LADIES'
SHOES.**

A
SPECIAL
PURCHASE
OF
HIGH GRADE
SHOES
NOW ON SHOW,
comprising:

**TAN GLACE
SLIPPERS.**

**BLACK GLACE
SLIPPERS.**

**TAN GLACE
LOUIS XV. Heel.**

**BLACK GLACE
LOUIS XV. Heel.**

**CHAMPAGNE
GLACE
LOUIS XV. Heel.**

**BRONZE 4-BAR
LOUIS XV. Heel.**

**PATENT
WALKING
SHOES.**

All the above are of
excellent style, quality
and finish.

Comfort, smartness and
wear guaranteed.

INSPECTION INVITED.

Wm. POWELL, Ltd.,
HONGKONG.
Hongkong, 19th August, 1905.

Auctions.

PUBLIC AUCTION.

To be sold

ON

MONDAY,

the 28th day of August, 1905, at 3 P.M.,

BY

Mr. GEO. P. LAMBERT, Auctioneer,

at his Sales Rooms, Duddell Street.

ALL that PIECE or PARCELS of GROUND
situate lying and being at Victoria, in
the Colony of Hongkong, and registered in
the Land Office as THE REMAINING POR-
TION OF INLAND LOT NUMBER FORTY-
SEVEN together with the Messuages erections
and Buildings thereon, now known as Nos. 8,
10, 12, 14, 16, 18, 20, 22 and 24, Wing Fung
Street, and Nos. 1, 3, 5 and 7, Wing Fung Street
West.

The said Premises are held from the Crown
for the term of 999 years at an Annual Crown
Rent of \$47.02.

For further particulars and conditions of
sale, apply to—

WILKINSON AND GRIST,

Solicitors for the Vendor,

or to

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 17th August, 1905. [842]

PUBLIC AUCTION.

THE Undersigned has received instructions

to sell by

PUBLIC AUCTION,

ON

TUESDAY,

the 29th August, 1905, at Noon, at

Yau Ma Tei Bay,

(FOR ACCOUNT OF THE CONCERNED),

The Steam Launch

"YU T. SUM,"

(Built of Teak).

PARTICULARS:

Length over all..... 81 feet.

Breadth..... 13 1/2 inches.

Depth..... 7 1/2 feet.

Gross Tonnage..... 55 tons.

Net Tonnage..... 31 1/2 tons.

Working Pressure..... 125 lb.

Boiler..... 6 ft. 4 in. x 7 ft. 6 in.,

made by J. Lysaght

& Son.

Engines: Compound surface condensing.

Cylinders: H.P. 9 in. I.P. 18 in. Stroke 13.

Speed to miles per hour..... 13.

Consumption of Coal, 2 tons in 24 hours.

Draught 3 ft. 6 in.

A Steam-launch will leave Blake Pier at

11.30 A.M. to convey intending purchasers.

TERMS—As usual.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 24th August, 1905. [863]

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have

received instructions to sell by

PUBLIC AUCTION,

ON

WEDNESDAY,

the 30th day of August, 1905, at 3 P.M., at their

Sales Rooms,

THE FOLLOWING

VALUABLE LEASEHOLD

PROPERTY,

situate at Victoria, in the Colony of Hongkong,

viz:—

All those PIECES or PARCELS of

GROUND situate at Victoria aforesaid, registered

in the Land Office, respectively as THE

REMAINING PORTION OF SECTION A

OF INLAND LOT No. 505 and THE

REMAINING PORTION OF INLAND LOT

No. 505 together with the Messuages thereon,

known as Nos. 54, 56, 58, 60 and 62, Stone

Nulth Lane, and Nos. 4, 6, 8, 10 and 12,

Wanchai Road, Area 3,720 square feet or there-
abouts. Term 999 years.For further particulars and conditions of
sale, apply to—

Messrs. JOHNSON, STOKES & MASTER,

Solicitors for the Mortgagees,

or to

Messrs. HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 17th August, 1905. [841]

Intimations.

NOTICE.

THE HONGKONG AND CHINA GAS

COMPANY, LIMITED, beg to notify

the Public that in addition to the recent

REDUCTION IN PRICE OF GAS TO \$3.00

PER THOUSAND cubic feet, they now

offer the following FAVOURABLE TERMS

TO INTENDING CONSUMERS:—

1. SERVICES up to 50 feet in length will be

laid FREE.

2. NO CHARGE will be made for METER-
FIXING.

THESE CONCESSIONS will only apply to

houses in which the work of fitting internal

pipes is carried out by the Gas Company.

ESTIMATES for any kind of Gas-fitting

will be supplied WITHOUT COST to intend-
ing or existing customers.

The Company Hire or Sell all kinds of Gas

Fittings whether for Heating, Cooking or

Lighting—and INVITE INSPECTION of their

Stock at their NEW SHOW ROOMS at
WEST POINT.

GEORGE CURRY,

Local Secretary.

Hongkong, 19th June, 1905. [651]

A FIRST-CLASS FAMILY

HEALTH RESORT.

SPLENDID BATHING FACILITIES for

ADULTS and CHILDREN.

SEPARATE BATHING ACCOMMODA-
TION for LADIES and GENTLEMEN.LAWNS suitable for Private Parties and
Picnics let by arrangement.

First-class refreshments only supplied.

Picnics catered for.

Special Launches will leave Blake Pier on

the following days (weather permitting):

Tuesdays leave at 5.15 p.m. Return at 7 p.m.

Thursdays leave at 5.15 p.m. Return at 7 p.m.

Saturdays leave at 3.15 p.m. Return at 7 p.m.

Sundays leave at 3.15 p.m. Return at 7 p.m.

Launches will call at Police Pier, Kowloon,
on Saturdays and Sundays.

Return Tickets (including refreshments) \$1.00.

For further particulars, please apply to the
Undersigned—

SAMUEL SEE,

Manager.

c/o 15, Connaught Road Central.

Hongkong, 16th August, 1905. [793]

MILLIONAIRE'S BREAK.

MAD RACE TO LONDON.

RECORD RAILWAY RUN.

Mr. Scotty, the millionaire miner of Cali-
fornia, who is known as "the Croesus of Death
Valley," has succeeded in lowering the railway
record from Los Angeles to Chicago.

On July 9th he hired a train for \$1,000,
and, with an engineer named Schwart, started
on his attempt to cover the 2,267 miles in less
than 50 hours 45 minutes.

"A record to Chicago or bust!" shouted
Scotty, waving a red bandanna handkerchief,
as the "Cowboy Limited" began its journey.
The party in the special included a yellow dog
for luck, and Mrs. Scotty, who could be seen
by the crowds on the Santa Fe Railway
stations, hanging terror-stricken on the arms
of a chair in the observation car as the train
shot by.

FOUR NEGROES TO MAKE DRINKS.
Four negroes were on board—experts in
cracking ice and mixing drinks.

Everything along the whole length to the
line was side-tracked or detailed to give an
open road to the man who declared that mil-
lions so bored him that he had "to burn a
bunch."

"For heaven's sake," Scotty told each suc-
ceeding engine driver, "let's break the record,
but I don't want to break nothing" else, neither
does the little woman nor the yellow pup."

When 400 miles from Chicago, Scotty had
saved nearly five hours, and in view of the
fact that the roadbed improves the nearer it
gets to Chicago it was felt pretty sure that the
"Cowboy Limited" would finish the journey
within 45 hours.

RECORD THAT WON'T BE BEATEN.
In his own words, "I will put a time record
where it won't trouble anybody till they perfect
airships."

As anticipated, the Scotty special arrived in
Chicago six minutes ahead of the fastest es-
timate and beating Peacock special's "race
against death" in 1900 by only four minutes
less than six hours.

Eliminating stops, the run was made in 43
hours 55 min., or an average for the exact dis-
tance of 2,243 miles or 51 miles an hour.

WHERE HE FOUND HIS WEALTH.
The real name of the Croesus is Walter
Scott, who found gold a few years ago in the
mysterious canyons of "Death Valley," whose
scorching nitre plains are whitened by the
bones of hundreds of treasure-hunters. No
rain ever falls there, and the stillness of
eternal desolation is supreme.

Scotty has arrived in New York for the first
time since the days when he was thankful for
a sandwich in the Bowery.

He says he is going to London shortly to paint
the town "the deepest crimson shade it ever
wore."

For his trip to Europe Scott talks of charter-
ing an ocean liner.

BY RAILWAY OVER THE SEA.

THE PROPOSED CHANNEL FERRY AND THE

DANISH TRAIN FERRY SYSTEM.

Had it not been for Lord Lawrence's casting
vote in the negative, when that nobleman pre-
sided over a Committee of the House of Lords
in 1872, which act to consider the original pro-
ject, we should have had a train ferry across
the Channel thirty odd years ago. The idea
was originally conceived by the late Sir John
Powler as far back as 1851, and the practical-
ity of the scheme established by the testimony
of many eminent scientific and practical authori-
ties in the evidence given before the com-
mittee of the House of Commons which, during
the Session of 1870, found the preamble of
the bill proved. The final adhesion of both Houses
was then left dependent alone upon the pro-
spect of corresponding action being taken by
France for the provision of harbour arrange-
ments similar to those proposed at Dover.

As the harbour at Calais was not considered
capable of the required improvement for this
traffic, a site for a new deep-water harbour
was selected at Ardreselles, a little to the
south of Cape Grisnez. Unfortunately, there
then came the outbreak of the Franco-German
war, which diverted the course of all peaceful
enterprise in France. However, in 1871, the
scheme was resuscitated, this time by the
French Government, who called on M. Duques-
ne de Lôme to prepare plans for a water-station
at Calais, two kilometres outside the harbour,
and one kilometre from shore. M. de Lôme's
scheme took the form of a large dock, covering
an area of 147,094 square yards, connected
with the shore by an iron bridge. The pro-
posed dock frightened Lord Lawrence, who
scented in it a project for converting Calais
into a naval arsenal. Hence his casting vote,
which led to the failure of the second bill.

It may be added that the late Lord Arm-
strong was consulted about the equipment of
the water-stations, and he undertook to provide
lift that would complete the operation of
transferring a passenger train, 200 tons in
weight, from pier to steamer, and vice versa,
in "one minute." Further, Mr. Laird had
designed a type of ferry boat for the service,
length 450 feet, beam 20 feet, draught 12 feet,
with engines of 10,000-horse power. It was
proposed to have two lines of rails on the
upper deck for the accommodation and com-
pact shelter for the passenger vehicles, and two
more lines on the lower deck for goods trucks.

"Car Ferries," as they are termed, are quite
common in America, and goods wagons make
some long voyages on the lakes in this man-
ner. They are also met with on the Swiss
lakes. All these ferry-boats ply, however, on
comparatively quiet inland waters, and are con-
fined to the transport of merchandise.

It is realised, that the cux of the Channel
Ferry problem is whether such boats could
make the passage during the boisterous
weather which so often prevails in the Straits
of Dover. The projectors of the present
scheme assert that they could, and point to
the successful and uninterrupted working of
the Danish train ferries since 1883, under con-
ditions very similar to those met with in the
English Channel. In fact, the present scheme
is modelled on the Danish, of which we may
furnish some account.

The principal ferry route, as follows:
Fredericia and Strib (Little Belt), 13 miles;
Nyborg and Korsor (Great Belt), 25 miles;
Helsingør and Helsingborg (the Sound be-
tween Denmark and Sweden), 23 miles;
Marsø and Ørnhøved (Great Belt), 2 miles;
and Gledser and Varnemünde (Baltic), 40
miles. The last-named, which forms the
trunk route between Denmark and Central
Europe, is the longest train ferry on the open
sea in the world.

The ferry-boats are large double-ended ves-
sels, that is, they have neither bow nor stern,
and are provided with twin-screws at each
end. The harbour at the rail-head com-
prises a number of large docks, which are
furnished with an exterior row of moun-
tain piles, joined to the inner by means of
spring-buffers. Thus, the sides of a dock are
formed of elastic walls, so to speak, which
arrangement simplifies the work of navigation
entering and leaving. The captain has nothing
to fear from a collision with the piles, and so
can manoeuvre his vessel at a rate of speed
which otherwise would be rash. The steamers
lie alongside the stage, with what is their stern,

the time being, backed into a smaller dock.
The further end of the latter is spanned by an
upended bridge-like erection, from which is
suspended a movable gantry, connecting the
line of rails on shore with the lines laid on the
upper deck of the vessel. The travelling plat-
form is lowered, according to the tide, entirely
by mechanical, in contradistinction to "power,"
means. The vehicles to be transported are
pushed on board by a small shunting loco-
motive. If the sea promises to be rough, their
wheels are scotched, and they are clamped to
the metals by means of screw-couplings, which
bite each rail and each buffer-rod. During the
voyage, the buffers, brake mechanism, and
other metal work, are swathed in oilskins. On
reaching the opposite port a ganway is
lowered as before, and locked to the deck, and
the carriages are then drawn off through the
opposite end of the vessel by an engine, which
acts on board for them.

On the Fredericia-Strib and Nyborg-Korsor
ferries, it is the practice to transport in the
daytime only luggage and mail vans, but at
night the heavy sleeping cars from Aslborg
and Esbjerg to Copenhagen and vice versa are
conveyed over sea. On the Gledser-Warne-
münde and Marsø-Ørnhøved ferries, the two
through express trains in each direction
between Berlin and Copenhagen are, how-
ever, bodily transported. These trains usually
consist of seven large bogie coaches—corridor
carriages, dining and sleeping cars, and
vans. The same practice holds good of the
Helsingør and Helsingborg ferry, to enable
through trains to be run between Copenhagen,
Göteborg, and Christiania. Naturally, goods
wagons are carried on every ferry, and the
freight-service is, in point of income, by far
the more important traffic, although in public
feeling it necessarily occupies a less prominent
place. The State Railway Administration
has a large fleet of steamers, which convey
nothing but trucks.

The working of the Danish train-ferries is
wholly admirable, whether from the technical,
traders', or passenger's point of view. Many
English travellers enter the sleeping car at
Esbjerg, and wake up at Copenhagen the fol-
lowing morning, without ever knowing that
they have been twice borne overseas, and the
Nyborg-Korsor passage is as long as that be-
tween Dover and Calais. It is only fair to
state that complaints are made about the
Gledser-Warnemünde service, owing to pas-
sengers, by the day train especially, being sea-
sick in the carriages, with the result that the
vehicles are always more or less permeated
with a dreadfully suggestive aroma.

It may be taken for granted, therefore, that
the Danish precedent establishes beyond all
doubt the practicability of establishing a float-
ing railway across the Channel. The only
weak spots in the project are that it does not
seem to take into account the slight difference
in the standard gauges of English and French
railways. Nominally the running-gauge is the
same, namely, 4 feet 8 1/2 inches; but the French
take the centres of the rails as the basis of
measurement, which gives 4 feet 9 inches
between the rails. Although there might be
no difficulty in the English cars running slack
on the French lines, and those coming from the
Continent fitting tight to the English rails,
there is still the trouble of the discrepancy be-
tween the loading gauges. The "Train" apices
stock of the Northern Company of France,
which is 9 feet 11 inches wide over all, could
not negotiate the tunnels on the South Eastern
and Chatham system. As at present designed,
the tunnels of the Southern lines limit the
outside width of a carriage to 8 feet 6 inches—
P.M.G.

Intimations.

CIGARS.

FINEST HAMBURG MADE

ROLAND VON HAMBURG

AT

\$4.50 per hundred.

FLOR DE MONDEGO

AT

\$6.00 per hundred.

Sold in

AIR-TIGHT TINS

AT

TUNG CHONG WO,

98, Queen's Road Central,

Opposite Central Market.

Hongkong, 9th June, 1905. [176]

CAFE WEISMANN.

THE Public are invited to pay a visit to

our new

TIFFIN ROOMS.

The only place of its kind in Hongkong.

A VERITABLE FAIRY LAND.

REAL GERMAN FASS BEER ON

DRAUGHT.

Entrance—

No. 1A, WYNDHAM STREET.

Hongkong, 22nd April, 1905. [46]

Consignees.

PORTLAND AND ASIATIC STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ARAGONIA,"

FROM PORTLAND (Q.R.), YOKOHAMA,

KOBE AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested
to send in their Bills of Lading for counter-
signature, and to take immediate delivery of
their Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

S. SILVERSTONE,

Acting General Agent.

Hongkong, 21st August, 1905. [12]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NUBIA,"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. Himalaya.
From Calcutta, ex S.S. Syria.
From Persian Gulf, ex B.L.S.N. and B. & P.
S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, TO-DAY.

Goods not cleared by the 31st instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees'
and the Company's representative at an
appointed hour.

All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be

Intimations.

A. S. WATSON & CO.,
LIMITED.

WATSON'S
E
VERY OLD LIQUEUR
SCOTCH
WHISKY.

THIS
CELEBRATED
BLEND
OF
THE FINEST
WHISKIES
IN SCOTLAND
IS CHARACTERISED BY ITS

FINE FLAVOUR
AND
MELLOWNESS
(ATTAINED ONLY BY
GENUINE
QUALITY
AND
GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & Co.,
LIMITED,
WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.
Hongkong, 22nd July, 1905.

\$16.00

WILL BUY A CASE

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR & Co.,

34, QUEEN'S ROAD CENTRAL.

Hongkong, 19th June, 1905.

NOTICE.
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 25, 1905.

HONGKONG AND MANILA.

Secretary Taft, as he is familiarly called by his compatriots in the Philippines, has disappointed a few people in the islands there on account of his reticence on the question of the inter-coastal and inter-island trade. It used to be an axiom that what a man said he meant, but our own statesman, Gladstone, discovered, after a French leader's ironical remark, that words were only meant to conceal thoughts. Senator Taft has never been accused of unduly favouring British enterprise, although he has given the highest encomiums to Britain as a nation, but he has failed to give a deliverance upon the question which affects Hongkong merchants in the highest degree—the question of free inter-port trade.

While the Secretary for War has remained studiously quiet over this subject, a new series of regulations—in which we can see the leading hand of the Imperialist from America—appears in a calm and ordinary statement that certain steamers and schooners have been employed in Government business in the islands. The United States Government have taken over the duties of maritime authority, and they have accepted bids. A Manila paper, which is evidently entitled to speak on the subject says in a headline, "Bids show noticeable reductions," which, we take it, means that outsiders have been unable to compete with the people on the spot. At the same time, these bids for inter-island transport service are not what we want in Hongkong. The transport service should undoubtedly belong to the people, or be under the flag of those who are engaged in transportation. Nevertheless, it is the thin end of the wedge, and the day is not far distant when American-owned vessels will carry the bulk of the traffic in and around the Philippines. Of course it will be said that British capital is usually invested in the undertakings, but that is not every thing. What we want to know, just as the people in the Philippines want to know, is the trend of this movement towards centralisation. It seems to us that if the Manila people are not watchful, they will see their bugbear, the trusts, in their midst once more, exploiting the country for their own behoof, and without regard to the needs and necessities of a Colony which wants as much watching as a three-months' old babe. There is no reason whatever why Hongkong and Manila should not be on the friendly terms of first cousins. Secretary Taft is not, we hope, averse to this idea, and those Americans whom we are privileged to meet here, are staunch upholders of that idea. The fact is that for some years to come the two great Anglo-Saxon cities of the East should work in harmony. Leave demagogues alone, for, as a rule, their ability to influence a country depends upon their lack of knowledge. So long as the two big centres have their being in mutual respect there is hope. It is no glorification of Hongkong to say that she is the older port—the greatest tonnage port in the world—and that should be, at least, one reason why Manila should see the force of playing for once the oriental game of *festina lente*. Hongkong will never be jealous of such an acute and enterprising port as Manila. At the same time, the slow-moving Briton does not care to be "bested," which is a good thing for Hongkong, likewise for Manila. The sum-total is this: that Hongkong and Manila can work together harmoniously; as friends they can advance the affairs of the world in the East, and it is to be hoped that the leaders of opinion in both places will recognise that great fact.

LOCAL AND GENERAL.

READERS are reminded of the promenade concert to be given on the Volunteer Parade Ground at 9.15 p.m. to-day.

THE late Mr. Henry Blake, eldest son of the Governor of Hongkong, held a high position in mining circles in Western Australia, being, it is understood, manager of a considerable mining concern.

THE British cruiser *Spight* has arrived from Weihaiwei, and the American gunboat *Callao* is in from Canton and the West River.

FOR the present the Government will grant no charters to Japanese for the working of mines, timber, seal-catching, etc. in Saghalien. No landed property held by the Government will be sold.

MRS. Mason, living in Salisbury Avenue, Kowloon, prosecuted three coolies for entering her servants' quarters without her permission. Mr. G. N. Orme fined two of them \$5, and the third, an old offender, \$8.

EIGHTEEN cases of Buddhist bibles which the Empress Dowager is giving to a priest in Ningpo, came down from Peking on the 4th and are now awaiting shipment to the south.—*P. and T. Times.*

THE boxing contest for the championship of the Orient, between Bellew and Christie, has been definitely arranged to take place in Tientsin on Saturday, September 2nd, and not in Chefoo as was supposed.

WE (*P. and T. Times*) understand that the brother of the late Mr. Chun Oi-ting is Director of the China Merchants' Steam Navigation Co. in Shanghai. He is attempting to found a Chinese Fire-Insurance Co. and if he succeeds it will be the second of its kind in China.

SINCE the outbreak of the war the price of commodities in Japan has continued to advance, and according to returns made by the Bank of Japan, the average prices ruling last month showed a further advance of 1.19 per cent. over the figures for the preceding month.

EVIDENCE is not lacking to support a belief in certain quarters, says a Washington correspondent, that William H. Taft may have sacrificed his chance to become President of the United States in his devotion to the interests of the Philippines, with which possessions his name has become inseparable.

THE Hongkong Volunteer Reserve Association announces a practice shoot over the 500 yards range at King's Park, to-morrow from 2 o'clock to 6 o'clock. This is the last opportunity members will have for shooting for the Governor's Cup and "China Mail" Cup for the month of August. A "Pool" will also be shot for.

It is reported from Peking that, as the principal object of the four High Commissioners' mission abroad is to gain an insight into the representative governments of Europe and America, in order to introduce parliamentary representation into China, Russia for obvious reasons is not to be visited by any of the Commissioners. Holland, also, is to be omitted.

THE death occurred, on Wednesday night, of Mr. Frederick Charles Denny, who had been for some time past connected with the Metropole Hotel. Mr. Denny was an Australian, and for nearly a score of years had been a sailor on the China coast. He was exceedingly popular both as a shipping man and in his new occupation at the Metropole. He was only 40 years of age.

CHAN Fuk, a hawker, appearing to be a jack of all trades, was asked to repair some incandescent gas burners at No. 94 Connaught Road, for a consideration. His terms being "payment in advance," and the money not being at once forthcoming Chan made off with the burners, which he attempted to pawn. He was charged with the theft, before Mr. F. A. Hazell, and the result was a sentence of three weeks' hard labour, six hours' exposure in the stocks, and subsequent banishment.

THE Tamil interpreter, who was requested by Mr. Hazell to see if he could raise any funds among his compatriots towards a passage to Singapore for the old man, Sangarampillai Nallalingam, appeared before His Worship and said he and two friends had made up \$5 between them. His Worship thanked him, and said the balance would be made up out of the poor box. He remanded the man Sangarampillai in police custody, while Inspector Warnock made arrangements for his passage to Singapore.

By kind permission of Lieut.-Col. A. G. Fitton, D.S.O., and Officers, the Band of the 2nd Bait, "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, 26th August:—

Overture "Moths and Bees" Sousa
Overture "Italiana in Algeria" Rossini
March "Morgenblätter" Strauss
Selection from "The Catch of the Season" Baker
Song (Cornet Solo) "Queen of the Earth" Pinault
Descriptive Polka "The Sleigh Ride" Jullien
God save the King.

SOME time ago regulations as to the number of passengers to be carried by the steamers were sent to the Minister of Southern Trade, but the I.G. has had a despatch from the Szechow Commissioner stating that the boiler burst on a boat carrying some thirty passengers on the Min River, and that in another instance a boat carrying 400 passengers, when it was only meant to carry 135, was upset and 339 people drowned. The I.G. suggests that a fine of Tls. 500 be inflicted for this offence when proved, and that the persons responsible for any accident through overloading be dealt with severely. The Wai-wu-pu approve this.

On the arrival of the s.s. *Silesta* from Singapore, Sergeant Eerner, boarded the steamer and arrested a Chinese female named Li Ah Sze, under a telegraphic request from the Singapore Police, Li being wanted in the Southern Colony for criminal breach of trust in respect of a quantity of diamond jewelry, under the jurisdiction of the Straits Settlements. When arrested 16 notes of \$10 each in Straits Settlements currency were found in her possession, but no diamond jewels. Evidence of the arrest was given before Mr. G. N. Orme, and the case remanded, pending the arrival of the necessary papers from Singapore.

THE stay of Fitzgerald's Circus to Hongkong is rapidly drawing to a close; the performance this evening and the matinee and the entertainment to-morrow night terminating the visit of this attractive show to Hongkong. There are sure to be bumper houses and those wishing to secure good seats should make a point being in their places early.

MR. P. W. Goldring was summoned before Mr. G. N. Orme this afternoon for keeping a ferocious dog which, it was alleged, bit P. C. Edwards on the leg and tore his neither garments. Mr. Goldring said there were four dogs on the premises only one of which belonged to him, and it was not his dog that did the biting. He was discharged with a caution.

SAVES the Manila *Times*:—Owing to the prevalence of cholera in Hongkong, the quarantine officials at this port are taking every precaution to prevent the disease from reaching these islands. Dr. Heiser, chief quarantine officer for the Philippine islands, in a letter to the collector of customs has asked his co-operation in steps that it has been thought necessary to take to prevent the disease from coming here, namely, a rigid system of inspection of the baggage of all passengers from the Chinese coast. All baggage and customs inspectors have been asked to carefully inspect the personal baggage of passengers and hold for quarantine inspection all green leaves, fresh plants, bottled waters, moist food stuffs, preserves, edibles of any kind not thoroughly dried, and any other suspicious article found in the baggage of passengers from China. Arrangements have also been made to expedite this rigid quarantine inspection as much as possible, so as not to delay passengers unnecessarily. Every effort is being made and precaution taken by the quarantine officials to keep up the high standard of health existing in these islands, and the public here need feel no alarm over the conditions existing in Hongkong and other Chinese ports.

BRITAIN AND FRANCE IN THE FAR EAST.

SUGGESTED AGREEMENTS.

The Committee of the Chamber of Deputies on Foreign Affairs, of which M. Paul Deschanel is the president, has adopted the report of M. Francois Delandrie on the defence of the colonies and of the colonial sub-commission of the extra-parliamentary naval commission. It has decided to recommend to the Government a common plan of action in Indo-China for the three departments of war, the navy, and the colonies, according to which unity of defence shall be assured by placing the authority in the hands of the Governor-General. General Voyron will probably be sent out to inspect the Indo-Chinese native troops, and an elaborate inquiry will be undertaken into the policy now being applied in the treatment of the native populations. The credits necessary to render the Saigon arsenal capable of affording shelter and of serving as a completely equipped naval station for the French fleet will be asked for by the Foreign Affairs Committee.

M. Paul Deschanel has addressed to M. Rouvier a letter in which he brings to the cognisance of the Premier the resolutions which have been adopted by the Commission. The resolutions make, among others, the following recommendations:—

Regarding China:—(1) To raise again with China the question of the commercial treaty and of direct commercial agreements between China and French Indo-China.

(2) To conclude with Great Britain the necessary agreements with a view to having constructed, by loyal co-operation of the two countries, a Chinese railway system, especially the Yangtze-Hankow and Chengtu lines and those in the two Kwangs (Hankow-Canton and a branch line towards Tong King).

(3) To establish a community of French and British interests in China and in the Far East so as to guarantee to the two Powers the maintenance of their territorial status quo in Chinese waters.

Regarding Japan:—To study the preparation of a direct commercial convention between Japan and Indo-China and the establishment of closer economic relations with Japan.

Regarding Siam:—(1) To come to an agreement with the British Government to advise Siam jointly to abandon her armaments and really neutralise the Menam Valley.

(2) To obtain respect for the right of French citizens freely to import opium into Siam.

DODWELL AND MOSS

APPEAL DISMISSED.

At Shanghai, on the 18th inst., Mr. F. A. Bourne, acting judge, delivered judgment in the above as follows:—

This is an appeal against an interim injunction granted by H. M. Court at Foochow restraining the defendant and appellants, E. J. Moss, until judgment in the action from carrying on business at Foochow of a similar character to that of the plaintiffs and respondents, Dodwell and Co. I agree with Mr. Ellis, for Mr. Moss, that (1) if there does not appear from the pleadings to be a serious question to be tried at the hearing, or (2) if the balance of convenience is in favour of allowing Mr. Moss to go on trading on condition that he keep an account, the injunction ought to be dissolved. In regard to (1), the reasonableness of the restraint depends on the whole circumstances of the agreement and on the amount of protection required in this particular case. The restraint may be partly good and partly bad. I cannot say that there is not a serious question to be tried. Mr. Moss has clearly broken his agreement and it is for him to show that he has legal excuse. In regard to (2), it is admitted that Mr. Moss has been adjudged bankrupt. If the injunction were dissolved, he might either trade for himself, or go into the employment of rivals of Dodwell and Co. In neither case can I see how Dodwell and Co. are to get any damages in which the account he would have to keep, if the injunction were dissolved, might show them to be entitled, supposing they ultimately win their action. On the other hand, Messrs. Dodwell and Co., about whose sufficiency no question has been raised, have given an undertaking to abide by any order the Court may make as to damages sustained by Mr. Moss in consequence of the interim injunction.

In the facts of this case, I think matters will be more effectively kept in statu quo until the trial of the action by Mr. Moss being restrained subject to Messrs. Dodwell and Co. undertaking to indemnify him, than by the interim injunction being dissolved and Mr. Moss being required to keep an account. The injunction need not continue beyond a few weeks as Messrs. Dodwell and Co. have undertaken to be ready to go to trial by 5th October next.

Appeal dismissed. Costs, as in the previous application, to be costs in the cause.

CHINA TRADERS' AND UNION'S AMALGAMATION.

AGREEMENT SIGNED.

We are authorised to state that a Provisional Agreement has been entered into between the Boards of Directors of the Union Insurance Society of Canton, Ltd., and the China Traders' Insurance Company, Ltd., having for its object the amalgamation of the interests of the two Companies, and that the proposed scheme will be forthwith circulated among the shareholders of the respective companies for their individual acceptance or rejection.

A TEAPOT STORM

AT KOWLOON.

The echoes appear to have been awakened and the Sabbath quiet broken, in Salisbury Avenue, Kowloon, by a scene that had its sequel in the Police Court this morning, when a Mrs. Embleton living in that road was summoned before Mr. G. N. Orme, to answer to the charge of using insulting and abusive language likely to provoke a breach of the peace on Sunday night last. The story as unfolded to the Magistrate this morning was to the effect that on Sunday night Mr. Holmes with his mother, sister, and Miss Drummond were chatting in Mrs. Holmes's drawing room and after a while went in to the verandah and had "some fun" with two dogs, making them do tricks and so on. The dogs did bark, but not excessively. Mr. and Miss Holmes then accompanied Miss Drummond along the street, when, it was stated, Mrs. Embleton came out in to her verandah and called out "you beast! You ought to be ashamed of yourself making such a disturbance at this hour of the night." Complainant asked if it was him she was addressing, and defendant said "Yes; your conduct is disgraceful; you don't care for your mother or sister, and your house is like a beer-shop." Complainant's mother called out to defendant to be careful what she said about her son, who called out "Thank you" to defendant, and they all went on up the street.

Miss Holmes and Miss Drummond corroborated the complainant's story, and Mrs. Ruton Thomas said she heard complainant's mother call out to defendant to be careful what she said about her son. She did not hear any barking or any disturbance; the Holmes were quiet people, played the piano sometimes, but did not sing, or make any noise. Defendant said the noise and disturbance were very great, and very annoying; complainant's conduct was disgraceful, and she did call out something to them to stop it.

Lieut. Embleton said the noise kept them awake and woke up his children, which he could not have as they had to go to school the next morning.

His Worship said of course it would be very annoying to be kept awake at night by neighbours making a noise, but there did not appear to have been very much noise in this case. The defendant could have taken out a summons against the plaintiff for disturbing the peace and tranquillity of the neighbourhood, when his Worship could have bound her over. The complainant rather aggravated matters by speaking to the defendant in a sarcastic tone. He would dismiss the case.

THE AMERICAN BOYCOTT.

CHINESE AND BRITISH STEAMERS.

The Manila *Times* of the 19th inst. states as follows:—

Not content with carrying on a boycott on Americans and American goods in the celestial empire, the Chinese apparently have undertaken to carry on a boycott right here in Manila, on American soil, under the protection of the American flag.

A hundred Chinese had booked passage on the *Rubi* which sailed from this port for Hongkong yesterday afternoon. Of these hundred, however, only thirty-five actually sailed by the *Rubi*. Messrs. Warner, Barnes and company, the agents for the vessel here, on investigation, learned that the other sixty-five Chinese were only following out a plan of campaign mapped out by Chinese at Canton to boycott every thing American. It seems that on Thursday letters and circulars mailed from Canton were received by various Chinese organizations in Manila warning all Chinese that any Chinaman sailing on an American vessel would, on landing at a Chinese port, be fined P.10 and have other punishments meted out to him.

Rumour has it that several Chinese, who are leaders in the boycott against everything American, went around Manila yesterday morning telling their countrymen that the steamer *Rubi* was an American vessel, as a result of which the *Rubi* was short sixty-five Chinese passengers. Warner, Barnes & Co. have placed the matter in the hands of the British consul, who it is learned called on the Chinese consul today and made protest against such conduct on the part of the Chinese.

It is learned that everything is now settled so far as the status of the *Rubi* is concerned, but Warner, Barnes and company determined to get at the bottom of the matter and learn who the real instigators of the trouble here. It seems that the *Rubi* on her Manilaward voyage felt the force of the boycott, not bringing a single Chinese passenger. One of the members of the firm of Shewan and Tomes, who are the managing owners of the China-Manila Steamship company, is an American, and this, it appears, was deemed by the Chinese sufficient grounds for boycotting the latter company's ships. As near as can be learned, shipping men here consider that the Chinese have played a practical joke upon themselves by twisting the British lion's tail to get even with the Americans.

IN BANGKOK.
According to the Bangkok *Times* of the 9th inst. the following telegram was despatched from Bangkok the previous day, on behalf of the community of Chinese merchants, to the Tung Wah Hospital, Hongkong, and to the Tung Wah Hospital, Singapore:—"Communicate all our agencies ship no American goods. Boycotted strictly here by whole community.—Tung Wah Hospital."

The British American Tobacco Company has arranged for the landing of its goods, refused by the stevedores on account of the American boycott, by other labour than Chinese.

There are indications of a loosening of the bonds, those of moderate views having gradually gained an ascendancy over their compatriots of hotter blood, and people are beginning to be inclined to reason. It is to be sincerely hoped that this news is true, says *N. C. D. News*, as it is easy to see that if the present attitude be persisted in, no one will be more sorry for the results than these very same hot bloods.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

PEACE CONFERENCE.

THE DISPUTE.

ROOSEVELT'S PROPOSAL.

[From Our Own Correspondent.]

Shanghai, 25th August,

1.10 p.m.

President Roosevelt proposes that the dispute which has arisen in connection with peace terms, be settled by a reference to five persons of celebrity.

IRRIBLE DISASTER

ON INLAND SEA.

[From Our Own Correspondent.]

Shanghai, 25th August,

1.10 p.m.

The steamer *Baralong* has rammed the Japanese transport *Kinjo-maru*, near the Himejima lighthouse in the Inland Sea.

The *Kinjo-maru's* bows rose perpendicular and the steamer sank in three minutes, taking down with her 125 officers and men of the Imperial engineers, all of whom were drowned.

The *Baralong* steamed around the scene of the disaster and managed to rescue thirty-six.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

THE EQUITABLE LIFE ASSURANCE SOCIETY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Dear Sir,—I shall feel extremely obliged if you will kindly insert this letter in order to give me the opportunity to contradict the false and greatly exaggerated reports as to the standing of the Equitable Life Assurance Society of the United States.

By authority of the President (Mr. Paul Morton) I am able to announce that neither the financial soundness, integrity, nor surplus of the Equitable Life have been brought into question.

The Society's business is going on as usual. The available assets have increased during the first half of this year by Gold \$7,296,252.—Yours faithfully,

F. KIENE, Manager.

Hongkong, 25th August, 1905.

TIENTSIN-CHINKIANG RAILWAY.

In our issue of Tuesday we printed a "special" from our Shanghai correspondent in reference to the Chinese opposition to the Tientsin-Chinking Railway agreement. The following Peking telegram, in the *N. C. D. News*, amplifies our own wire:—

The Chinese Government is borrowing a further sum of 12,700,000 francs (£508,000) from Belgian capitalists, for railway extension, and the agreement has been signed. With regard to the agreement for the Tientsin-Chinking Railway, drafted by Great Britain and Germany, the Waiwup, in accordance with the petition of the people of Shantung province, has communicated to the British Minister its desire to cancel the agreement, to which the British Minister replied that that was impossible, while the German Minister, after telegraphing urgently to his own Government is doing his best, through the Governor of Tientsin, to suppress the opposition in Shantung.

SHIPPING JETSAM.

The s.s. *Indravelli*, having left Cheloo with coolies for South Africa, is expected here about the 11th prox., where she will take in a quantity of cargo before proceeding to Durban. It is not at present decided whether the *Indravelli* will call at Singapore en route.

THE "LYDIA" AT BASEHO.

CREW RELEASED.

The examination of the crew of the German steamer *Lydia*, recently captured by a Japanese warship, having been concluded, the crew has been sent to Nagasaki and released. The *Lydia* is owned in Germany. She left Hamburg on April 8th last for Nikolaevsk, but encountered a gale and being disabled drifted to the Luchus, where she was captured. It is alleged, says the *Japan Chronicle*, that she carried two sets of ship's papers—one for Hongkong and the other for Nikolaevsk. Her cargo was principally salt, oil and iron.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Lusung*) 28th inst.

German (*Roon*) 30th inst.

German (*Prins Eitel Friedrich*) 29th inst.

Canadian (*Tartar*) 30th inst.

The P. & O. S. N. Co.'s s.s. *Pera* left Singapore for this port on 24th inst., at noon.

TELEGRAMS.

[Reuter's.]

The Prospects of Peace.
THE INTERRED WARSHIPS.

LONDON, 23rd August.

The correspondent of the *Morning Post*, at Portsmouth, wires that the treaty of peace which will be signed shortly provides for the payment by Russia to Japan of a sum, which will not be a large one, for the keep of the Russian prisoners and wounded, and for the cession of the southern half of Saghalien to Japan. The claims concerning the interned warships, and the limitation of Russia's naval force in the Far East, will be abandoned.

Later.

ROOSEVELT'S PROPOSAL.

The Conference met yesterday, but nothing has been disclosed. It is known, however, that President Roosevelt's proposal consist of a re-purchase by Russia of all, or a part, of Saghalien for a sum, which, if the belligerents disagree upon, shall be determined hereafter; this together with a payment by China for the cession of the Manchurian railway, and a Russian payment for the maintenance of prisoners, will equal the total of the war costs of Japan.

[N. C. D. News.]

Views of the Chinese Minister at St. Petersburg.

Peking, 19th August.

H. E. Hu Wei-chi, Chinese Minister at St. Petersburg, has telegraphed his Government to the following effect:—

"In reference to Japan's demands for an indemnity and for the cession of territory, the Tsar has been holding a secret conference. The War party has, as usual, insisted upon the continuance of the war; but the Tsar was unmoved, and instructed his plenipotentiaries to continue the negotiations with the view of securing peace."

The same authority has also wired that the influence of the revolutionaries and of those who are demanding the institution of a parliamentary system in Russia will be irresistible unless peace is promptly restored; and that so far as he sees there is a possibility of peace, and the Chinese Government should prepare to take the necessary steps accordingly.

Professor Martens states his View.

Tokio, 19th August.

Professor Martens, in an interview, stated that Russia is unshaken, and cannot pay an indemnity in any form whatever. Russia has never paid an indemnity, though she has received them from China and Turkey.

THE BATTERY PATH CASE.

CLOSING SCENES.

The shades of night were falling when the Chief Justice, Sir Francis Piggott, commenced his summing up yesterday in the case of Aaron Ellis, charged with the manslaughter of Richard Sampson, a gunner in the Royal Garrison Artillery. The Court-room was crowded; soldiers at the door, prevented the audience being packed as it was on the previous day. To reach the rear entrance, which is devoted to the use of the judges, Court officials, lawyers and the Press, one had to run the gauntlet of a host of queries—"Are you in this case?" or "Show that you have a right to pass." Few succeeded. When five o'clock came, and it was clear that the Judge was on the point of ending his address to the jury, the excitement was keen. Spectators who had sat in Court six hours on end, in a stifling heat, leaned forward to catch the almost inaudible tones of the Judge's voice. The fans had been stopped, so that his Lordship's voice might reach the jury-box, but still it was a strain to hear the words. At 5.15 the Judge closed his book in which the evidence had been recorded and said he had drawn up a list of questions which the jury should answer, and accompanying them were explanations which he thought might help the jury to arrive at a decision.

The Chief Justice, in summing up, asked the jury to disabuse their minds of all preconceived notions and asked them to limit their minds to the main issues, leaving aside all extraneous, although he would not say irrelevant, matters. They had to consider in this case whether the homicide was excusable or justified. They had not to consider whether the person accused was guilty of manslaughter, but whether he did the act which from its consequences the law concluded to be the crime of manslaughter. The Chief Justice proceeded to recapitulate the main facts of the case, and submitted the following questions and explanations to the jury:—

1. Did the death of Gunner Sampson result from a fall on Battery Path causing a fracture of the skull?

2. With what intent did the prisoner pursue the deceased up the Path?

(a) If to remonstrate, or otherwise deal peacefully, with him, and the deceased mistaking his intention struck at him, and the prisoner really struck his blow or blows as a party and in self-defence that could be excusable homicide and you will acquit the prisoner.

(b) If to punish him for alleged assault on the woman Desbain, and if the death resulted from the punishment then the prisoner committed a wrongful act, if he carried out his intention or so nearly carried it out that the deceased acted in self-defence, that would lie very near the border-line between murder and manslaughter; but you will consider this case to be manslaughter.

If your finding is in accordance with (b) before you can determine the question of guilt there are certain other considerations to be taken into account.

(c) If the deceased fell in consequence of the prisoner's blow, and in falling knocked his head against the pavement or the kerb, and died from the effects of the blow, you will find the prisoner guilty.

(d) If you think that he fell as he swung round in delivering his own blow in self-defence, then the fall is so connected with the prisoner's original wrongful act that you must find the prisoner guilty.

(e) If you should be of opinion that the deceased was much or little under the influence of drink you must still find the prisoner guilty.

(f) But if you believe that the deceased fell from sheer inability to stand upright, and not in any way as the result of the blow then you will acquit the prisoner.

Again, you must look at what happened from another point of view and consider whether the deceased fell from the blow, that he was not sufficiently hurt to prevent his getting up again, that he did get up again and moved on, and that he afterwards fell and fractured his skull, then—

(g) If this fall was due entirely to inability to stand up right from drink you will acquit the prisoner.

But (A) if you think that the fall was due to the after-effects of the blow acting either independently or in connection with the effects of drink you will find the prisoner guilty.

The jury retired at 5.30 p.m.

QUESTIONS BY THE JURY.

At ten minutes past six the jury returned, and before the Acting-Registrar, Mr. Lee-Jones, had time to say a word, the Foreman rose:

"The jury would like to know," he said, "whether we are bound to decide between those two sections?"

The Chief Justice said—These were paragraphs by which I wanted to indicate to you the fundamental difference between crime and no crime independently of the minor facts—simply that you might determine whether the original act was a wrongful one or not.

The Foreman turned to his colleagues and conferred with them for a few seconds. Then he nodded to the Acting-Registrar who rose and asked—"Are you agreed upon your verdict?" The reply was, "We are." "Are you unanimous?" "We are."

THE VERDICT.

Do you find the prisoner guilty or not guilty?—Guilty.

There was a start in Court. From the set faces of the jurymen it had been felt that the verdict was a shock, but it was a shock nevertheless after the long strain.

The Foreman—I would like to add a rider: "We find the prisoner guilty under paragraphs (A) and (C), but we consider that there was provocation."

As an afterthought, and in response to a nudge from another jurymen, the Foreman added—"The rider was adopted by a majority of six to one."

MAGNANIMITY.

The Attorney-General rose immediately. Permeated, he said, to suggest that, in all the circumstances of your Lordship can see your way, in addition to any punishment you may think it fitting to impose, to add the alternative of a fine.

The Chief Justice—Have I the power to do so?

A host of authorities were immediately forthcoming, and it seemed that it was in the Judge's discretion to grant the option of a fine.

The Chief Justice—Is there any means by which I can indicate the destination of the fine?

The Attorney-General—I am afraid not. It must go to the Crown.

The Chief Justice—Have I the power to indicate where the fine should go?

The Attorney-General—I am afraid not. The prisoner was told to stand up.

THE SENTENCE.

The Chief Justice said—Aaron Ellis, after a very patient trial, you have been found guilty. I have listened to what you have said in your own defence. It is suggested that you should be mercifully dealt with and the learned Attorney-General has seconded that suggestion. Therefore, under the powers conferred upon me, I propose to fine you \$500.

There was a buzz of excitement in Court which was calmed immediately.

The Attorney-General—You must add an alternative, my Lord, otherwise if the fine was not paid the prisoner might linger on in prison indefinitely.

The Chief Justice—What would you suggest?

The Attorney-General—Six months' imprisonment.

The Chief Justice—Then the sentence of the Court is that you be fined \$500, or in default six months' imprisonment. I would also suggest that some consideration should be paid to the family of the deceased.

The Court-room was deserted in ten seconds. There was no demonstration whatever. The large crowd in the street melted away like snow in the sun.

The fine was paid.

A FAMOUS SINOLOGUE.

Miss Helen Legge has performed a filial duty in publishing this book. The late Dr. Legge was a man of such noble character, calm wisdom, and profound learning, who did so much for Oriental scholarship, that an account of his life is bound to be interesting and of great value. But Miss Legge does not appear to know much of the work of a biographer. For instance she does not tell us what his father's ancestry is. His personal characteristics, childhood and education are dismissed in 8 pages. Perhaps out of deference to her father's modesty she did not wish to say much of these but she allowed the book to contain many illustrations of places and scenes visited by the late professor. These are quite appropriate in a book of travel but decidedly out of place in a piece of biography. Again of the 244 pages which constitute this volume a good many pages contain matter of interest only to the family and friends of Dr. Legge, while the space allotted to the literary and linguistic labours of the sinologue, is comparatively small. It must be stated, however, that the book was originally written as a labour of love for private circulation alone and as the preface explains "to have dealt adequately with the literary side of Dr. Legge's career would have taxed the time and energy of a scholar versed in the language and thought of China." One must therefore overlook these little defects in the book and consider it on the whole as worth reading, says the *Singapore Free Press*.

He duly presented himself before the Directors of the London Missionary Society and was accepted subject to the medical report as to his fitness for a hot climate. The doctor's verdict, we are told, was unfavourable, and was to the effect that there was a tendency to consumption, and that if sent to Madras, he would probably die within six months. But Legge, like most true Scotchmen, was unmoved by this purpose. He went and consulted another doctor. To his immense joy he was pronounced fit and perfectly sound. This doctor was afterwards widely known as the famous Sir Williams Jenner.

Legge then upon started for the East, but as China was not yet open to Europeans he was ordered to go to Malacca and become the principal of the Anglo-Chinese College already started there by Dr Robert Morrison (1781-1833). Here he remained some years superintending the printing press attached to the college and applying himself assiduously to the study of the Chinese language. Besides this he had to teach and preach and succeeded in converting several Chinese lads among whom were Goh Boon Siew, Lee Kim Lin, and Song Hood Kiam, all of whom, afterwards, accompanied him to England where they were given a liberal education and had the honour of being presented to Queen Victoria at Buckingham Palace. Mr. Song Hood Kiam on his return was for many years the Chief Cashier of the F. and O. S. N. Co. and died a few years ago soon after Legge's death. He was better known as the father of Messrs. Song Ong Siang, M.A., LL. M., and Song Ong Joo both of this place. To turn to our subject. It was in 1843 that Dr. Legge removed his whole establishment from Malacca to Hongkong, and it was here that he was destined to perform the work which made his name famous among sinologists and European residents in China—the translation of the Chinese Classics. How the stupendous scheme entered his head is this. As he had now come closer to the great land where he had set his whole heart upon going when a young man, he felt more and more convinced that he should not consider himself fit to work among the Chinese if he did not now set himself at once to study their classical books. He found that in no country is the admiration of scholastic excellence so developed as in China. No kingdom where learning is so highly revered. He further found that the Chinese possessed a treasured literature and were eminently a reading nation. "It is true," he said, "that their civilisation is very different from ours but they are far removed from barbarism. When we bear in mind that for four thousand years the people have been living and flourishing there, growing and increasing, that nations with some attributes perhaps of a higher character—the Assyrian, the Persian, the Grecian, the Roman, and more modern empires, have all risen and culminated and decayed, and yet that the Chinese Empire is still there with its four hundred millions of inhabitants, why it is clear that there must be among the people certain moral and social principles of the greatest virtue and power." Legge thus began his life-long work, and studied the doctrines of Confucius and Mencius and other classical books of China until the results of his toil were gradually given to the world in his magnificent edition of the Chinese Classics consisting of eight large volumes, with copious critical and exegetical notes, prolegomena and indexes.

When the translation was partly finished Dr. Legge was bewildered as to how the expense of publication was to be met. But with the aid of a friend he soon found a patron in the person of the late Hon'ble Joseph Jardine, one of the merchant princes of Hongkong.

Certainly as far as bulk goes the eight large volumes placed on a shelf look imposing enough and must be admitted to be a truly monumental work. But the translation as examined by later and riper scholarship appears to be one-sided and is calculated rather to mislead than guide those who seek to understand the Chinese and their character. He tried to do Confucius justice but his profession forbade him to bestow upon Confucius the due which secular persons ungrudgingly give him. Otherwise he would not have written "I hope I have not done him injustice, but after long study of his character and opinions, I am unable to regard him as a great man. He was not before his age, though he was above the mass of the officers and scholars of his time threw no new light on any of the questions which have a world-wide interest. He gave no impulse to religion. He had no sympathy with progress. His influence has been wonderful, but it will henceforth wane. My opinion is, that the faith of the nation in him will speedily and extensively pass away." These words were penned in 1861. "His forty-four years have passed yet the hold of Confucius seems to-day stronger than ever. There are more people now than at any other time who study his life and writings. And this in spite of the fact that little or nothing has been done by the Chinese themselves to stimulate life in the cause. Dr. Legge recanted writing the above quoted paragraph and in the Oxford edition of the Classics changed his opinions entirely.

In 1873 he left China for good to remain in England, after completing nearly forty years' work in the East. He was presented by the Chinese of Hongkong with a chaste silver tablet (which is illustrated in the book) as a mark of the esteem in which they held him. His China friends wishing to see him continue his Chinese studies founded a chair for him in the University of Oxford. Here Legge led the life of a quiet scholar, simple and kind. "Next to China," he wrote to a friend "Oxford is the most delightful place." By his tenderness of heart and openness of hand he made himself beloved by all who knew him. One habit he maintained almost to his death—a habit which, we do not wonder, was the cause of no little astonishment to his friends. He made it a point to rise up every day at 3 a.m. and worked for five hours while the rest of the family were fast asleep. The death of his wife after five happy years in Oxford, gave him a great sorrow. He, however, toiled on. He published one volume after another on the life and teachings of Confucius, life and works of Mencius, the Shi-King, with brief explanatory notes but without the Chinese text and critical matter which was interesting and useful only to serious students of Chinese. In response to Prof. Max Müller's request he contributed six volumes on Confucianism and Taoism to the "Sacred Books of the East" series. Besides these he translated F. Hien's "Record of Buddhist Kingdoms," and gave lectures on the religions of China in London which were afterwards published. Apart from these he had to answer numerous letters asking questions on points of Chinese literature, Chinese history, Chinese biography, Chinese astronomy; innumerable requests to translate Chinese inscriptions and documents Chinese MSS. to read, explain and criticise. In short, no European has done more to make China and her people better known than Dr. James Legge. If we except such living sinologues as Prof. H. A. Giles, and Prof. E. H. Parker, his books on Chinese subjects are indeed the finest monuments of close scholarship. If he had been a layman and refrained from making ex parte comments and criticism in his translations, not justified by facts, Legge could certainly claim and would have earned the undying gratitude of the whole Chinese nation.

[James Legge, Missionary and Scholar.] By his daughter Helen E. Legge. London.]

COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Banks	... ..	\$890	(s. £88/10)
National Banks	... ..	38 b.	
Union Insurances	... ..	70	
China Trans	... ..	79	
Canton Insurances	... ..	335 s. & b.	
Hongkong Fires	... ..	84 b.	
China Fires	... ..	84 b.	
H. C. & M. Steamboats	... ..	25 s. & b.	
Indo-China	... ..	95 b.	
China Sugars	... ..	220	
Raubs	... ..	31 b.	
Docks	... ..	191 s.	
Kowloon Wharfs	... ..	99 b.	
Farnhams	... ..	Tls. 137 s.	
Hongkong Lands	... ..	\$128 1/2 b.	
Hongkong Hotels	... ..	150	
Humphreys	... ..	12 b.	
Ewo Cottons	... ..	Tls. 50 b.	
Hongkong Cottons	... ..	\$16 s. b.	
Green Island Cements	... ..	28	

THE SHANGHAI SHARE MARKET.

Writing in the *China Gazette*, on 18th inst., "Spectator" says:—

During the week under review investors have been conspicuous by their absence, and the share

therefore only a few unimportant deals to report under this heading. Hall and Holtz have changed hands @ \$27. Lands @ Tls. 122.50 and 122, and a few more shares are wanted at the latter figure. A small lot of Kaiping have been done @ Tls. 7.65 Bearer scrip. Ewo Cottons @ Tls. 49, and Laoukungmows @ Tls. 57.50. Gas Co. shares have been disposed of @ Tls. 122.50, and Hotel des Colonies have been done @ Tls. 17.50 at which rate a few more shares are wanted.

With the exception of one stock speculator have kept very quiet during the week. *Hong-kew Wharves* have slightly weakened, and a small business has been done @ Tls. 200 for December, 1905 and 197.50 for September and 195 for Cash. *Indes* are quiet @ Tls. 67 for cash, and a few shares have changed hands @ Tls. 71 for December. *Farnhams* have had a little attention at receding rates, business having been done @ Tls. 137 cash, 139 for August, 140 for September and 144, 142, and 141.50 for December. The former Managing Director left Shanghai for good by the last German mail and Mr. Mackenzie has joined the board of directors by the vacancy thus created. We do not think the perceptible decline in the price of this stock has anything to do whatever with the departure of Mr. Twentyman, who, able and clever as he undoubtedly was in his capacity of professional dock-man, did not have it in his power to drag ships into docks where they did not want to go.

The mild sensation of the week has been the declaration by the Langkat Co. on the 16th inst. of an interim dividend of Tls. 2.50 payable on the 15th September. For business people with ordinary acumen this measure result of three months' working does not come as a surprise at all, but for the large section of the community who does not go to the trouble of going into figures this result must have been distinctly disappointing. There was an immediate and natural drop of twenty points in the price on the 16th inst., and a fair amount of business has been done at the following rates: Tls. 182.50 and 160 for cash. Tls. 182, 181.50, 18, and 155 for August. Tls. 183, 179 and 162.50 for September. Tls. 185, 186, 165 and 162.50 for October. Tls. 187, 166 and 167.50 for November. Tls. 190, 189, 188, 187.50, 187, 168 and 170 for December. The market closes somewhat firmer, but we have no faith in any upward tendency for some time yet.

TO-DAY'S EXCHANGE.

London—Bank T.T.	... ..	11/11
Do. demand	... ..	11/11 3/16
10s. 4 months' sight	... ..	11/11 5/16
France—Bank T.T.	... ..	242
America—Bank T.T.	... ..	467
Germany—Bank T.T.	... ..	197
India T.T.	... ..	144
Do. demand	... ..	144 1/2
Shanghai—Bank T.T.	... ..	77 1/2
Singapore—Bank T.T.	... ..	9 1/2 prem.
Japan—Bank T.T.	... ..	94 1/2
Java—Bank T.T.	... ..	115 1/2
4 months' sight L.C.	... ..	11/11 7/16
6 months' sight L.C.	... ..	11/11 9/16
20 days' sight San Francisco & New York	... ..	47 1/2
4 months' sight do.	... ..	48 1/2
30 days' sight Sydney and Melbourne	... ..	11/11 11/16
4 months' sight France	... ..	246
4 months' sight do.	... ..	247 1/2
4 months' sight Germany	... ..	201 1/2
By Silver	... ..	28 5/16
Bank of England rate	... ..	7 1/2
Sovereign	... ..	10.37

To-day's Advertisements.

TO THE POLICY HOLDERS OF THE
EQUITABLE LIFE ASSURANCE
SOCIETY OF THE UNITED STATES.

OWING to false and greatly exaggerated reports having been circulated, I beg to announce by authority of the President, Mr. PAUL MORTON, that the Financial Soundness, Integrity and Surplus of the Society have never been brought into question. On the 30th June last the available assets had increased by Gold \$7,296,252.

F. KIENE,
Manager.

Hongkong, 25th August, 1905. [87]

INTERNATIONAL BANKING
CORPORATION.

ON and after MONDAY, 28th instant, the business of this Corporation will be carried on in their new premises at No. 9, QUEEN'S ROAD CENTRAL.

H. PINCKNEY,
Sub-Manager.

Hongkong, 25th August, 1905. [86]

WEL-HAI-WEI SCHOOL.

EDUCATION for the SONS OF EUROPEANS under excellent climatic and sanitary conditions. New School House in a splendid situation. SCHOOL RE-OPENS on September 4th. Prospectuses may be had at the Offices of this paper.

Wei-hai-wei, 17th August, 1905. [865]

FITZ GERALD BROS.
MAMMOTH
CIRCUS
COMBINATION.

Patronised by His Excellency the Governor of Hongkong, Sir MATTHEW NATHAN, K.C.M.G.

LAST 2 NIGHTS! LAST 2 NIGHTS!

GREATEST CIRCUS THAT EVER CAME EAST.

THIS (FRIDAY) EVENING, at 9.15 P.M.

TO-MORROW (SATURDAY) AFTERNOON, at 4.15.

(For the Children, Price 30 Cents).

TO-MORROW (SATURDAY) EVENING, FINAL PERFORMANCE OF SEASON.

THIRD GRAND CHANGE OF PROGRAMME—SATURDAY.

LOCATION: CAUSEWAY BAY.

Prices:—Boxes and First Chairs \$5; Second Chairs \$3; Stalls \$1; Gallery (Chinese only) 50 cents. Special rates for men of the Naval and Military Service at Robinson Piano Company.

Special Trains will leave the Post Office every few minutes direct to the door and will await passengers after the performance.

A Special Tram runs to the Peak after the performance.

All accounts against the Circus should be delivered at Hongkong Hotel, before NOON, TO-MORROW, August 26th.

HAL GEORGE, Representative.

Hongkong, 25th August, 1905. [866]

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, AUGUST 26TH, 1905.

DINNER.

HORS D'OEUVRES.

Anchovy Canapes.

SOUP.

Consommé Colbert.

FISH.

Fish a la Meniere.

ENTREES.

Salmi of Pigeon and Olives.

Sweetbread Gulleit and Green Peas.

Macaroni au Gratin.

CURRY.

Malabar.

JOINTS.

Roast Australian Beef.

Roast Capon and Sausage.

Boiled York Ham and Champagne Sauce.

Cold Roast Lamb and Mint Sauce with P. in Salad.

SWEETS.

Tapioca and Apple Pudding.

Chocolate Ice Cream and Sand Cake.

Topsy Cake. Cranberry Tart.

DESSERT.

Coffee. Fruits. [870]

HONGKONG VOLUNTEER CORPS.

GRAND PROMENADE CONCERT.

on the

VOLUNTEER PARADE GROUND,

(Near Tramway Station).

TO-NIGHT.

August 25th, at 9.15 P.M.

Tickets \$1 and \$1.

Can be obtained at the Volunteer Headquarters, near the Hongkong Club.

Hongkong, 25th August, 1905. [870]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW,

(SATURDAY), the 26th August, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

HOUSEHOLD FURNITURE,

Comprising:—

DOUBLE BRASS BEDSTEAD with WIRE MATTRESS, TEAKWOOD W

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL	"AGAMEMNON"	30th August.
GLASGOW and LIVERPOOL	"JASON"	31st "
GLASGOW and LIVERPOOL	"TEENAI"	6th September.
GLASGOW and LIVERPOOL	"DIOMED"	14th "
GLASGOW and LIVERPOOL	"KAISOW"	14th "
GLASGOW and LIVERPOOL	"DARDANUS"	21st "
GLASGOW and LIVERPOOL	"TYDEUS"	28th "
GLASGOW and LIVERPOOL	"CHINGWO"	28th "
GLASGOW and LIVERPOOL	"KINTUCK"	5th October.

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PAKLING"	12th September.
* GENOA, MARSEILLES & L'POOL	"ACHILLES"	20th "
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	26th "
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	10th October.
* GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	20th "
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	24th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"JASON"	3rd September.
	"TYDEUS"	1st October.

WESTWARD.

FROM	STEAMERS	DUK
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"YANGTZE"	28th September.
	"KEEMUN"	30th October.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st August, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, AMOY, CHEFOO & TIENTSIN	"CHIHLI"	28th August.
MANILA	"TAMING"	29th "
NINGPO and SHANGHAI	"SHAOHSING"	29th "
WEI-HAI-WEI, CHEFOO, NEW- CHANG and TIENTSIN	"KANSU"	31st "
KOBE	"CHANGSHA"	6th September.
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	"CHANGSHA"	23rd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

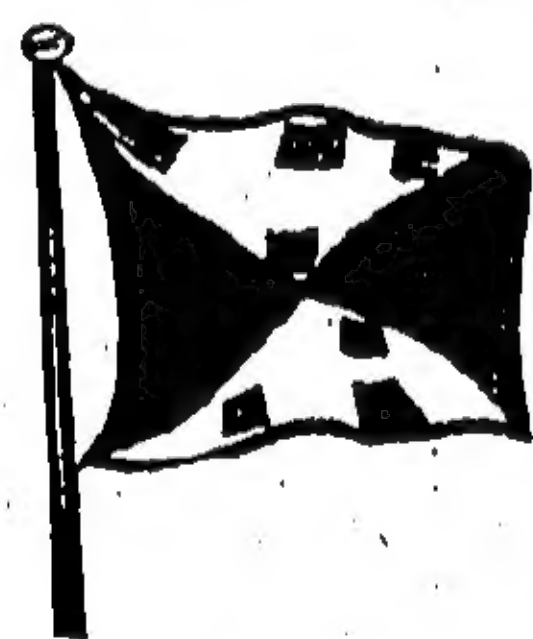
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th August, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidehips—Electric
Light—Perfect Cuisine—Surgeon and Stewardsess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 26th August, at Noon.
ROBI	2540	A. H. Notley	"	SATURDAY, 2nd Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 14th August, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"SIERRA BLANCA"	20th September.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 12th August, 1905.

BOO CHEONG.

STATIONER AND PAPER-MERCHANT,
No. 20, Pottenger Street.HAS always on hand all varieties of
Stationery, Printing and Note Paper,
Copying Presses, also Automatic Cyclopedia
and Ellipse Indicator.
Hongkong, 1st February, 1905.TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
45, DES VOUX ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible dispatch.
Prices Moderate. Telephone No. 972.
Hongkong, 1st October, 1905.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captain T. Austin, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 3.30 P.M.,
if tide permits.FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents; Return, 30 cents; Steerage, 20 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's Wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 14th June, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,139 T. R. MEAD.

"KWONG TUNG" 1,138 T. H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$4

Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 5, Queen's Road West.

Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, S'RAVAYA & SAMARANG, S'UISANG		SATURDAY, 26th August, Noon.
SHANGHAI via SWATOW	CHOYSANG	SUNDAY, 27th August, Noon.
S'GAPORE, PENANG & CALCUTTA, LAISANG		TUESDAY, 5th September, 3 P.M.

* Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 25th August, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA,FOR
PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail at Daylight on
"ARAGONIA"	5,108	Schmidt	September 1st, 1905.
"NICOMEDIA"	4,370	Wagemann	September 26th, "
"NUMANTIA"	4,370	Feldmann	October 14th, "
"ARABIA"	4,483	Mentzen	November 7th, "

The S.S. "Nicomedia" left Portland on August 17th, and is expected to arrive here on or about
September 16th.Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent

121

"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship

"BENLARIQ."

Captain Wallace, will be despatched as above,
on or about the 27th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd August, 1905.

1800

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland
Ports, and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain Ellis, will be despatched for the above
Ports, on WEDNESDAY, the 6th September,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A duly qualified Surgeon and Stewards
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 22nd August, 1905.

1828

Shipping—Steamers.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"

1,088 tons, Registered.

Captain E. I. Page, will leave Hongkong for
Canton every MONDAY, WEDNESDAY
and FRIDAY EVENING, at 9.30 P.M.,
returning to Hongkong every TUESDAY,
THURSDAY and SATURDAY, about 5 P.M.On SUNDAYS the will make an EXCUR-
SION TRIP TO MACAO, leaving Hongkong
at 8.30 A.M., and returning from Macao about
7.30 P.M.The "YING KING" is especially fitted for
these runs, is the newest, fastest and most
luxuriously furnished steamer on the line and
is lighted throughout with Electricity, also hot
and cold water is supplied.

FARES:

First class single journey to Canton \$3.00

Second " " " " 1.50

First class single journey to Macao 1.00

Second " " " " .50

Third " " " " .25

Breakfast, Tiffin or Dinner \$1 each only.

Wines and Spirits of the best brands are used.

The wharf in Hongkong is at the West end
of Wing Lok Street.The wharf in Macao is the same as the
S.S. "Persuance."For further information, apply to the Office of
YUK ON S. S. CO., LD.,
No. 216, Wing Lok Street, Hongkong,
or to

Messrs. WENDT & Co., Canton Agents.

S. A. NORONHA, Macao Agent.

Hongkong, 23rd August, 1905.

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REGULAR STEAMSHIP SERVICE

TO NEW YORK,

via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"SHIMOSA" 28th August, 1905.

"SATSUMA" 25th September, "

"WRAY CASTLE" to follow.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 24th August, 1905.

523

Shipping—Steamer.

"SHIRE" LINE OF STEAMERS.

FOR MARSEILLES, ANTWERP AND
LONDON.

THE Steamship

"MERIONETHSHIRE"

will be despatched for the above Ports, on or
about the 10th October.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
Agents "Shire" Line.

Hongkong, 24th August, 1905.

529

Hotel.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

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WEI-HAI-WEI SCHOOL.

PRIZE DISTRIBUTION.

The success of most functions depends to a
great extent on the weather, and the third
annual prize distribution at this school on Fri-
day, 28th of July, was held under ideal circum-
stances. In the unavoidable absence of Sir
Gerard Noel, Captain R. N. Ommeney,
H.M.S. "Andromeda," took the chair and dis-
tributed the prizes. Swimming races, of which
visitors had a good view from the school front,
followed the more important function in the
school-room, which had been tastefully decorated
with flags and standards kindly lent for the
occasion by the Army Service Corps department
of the 1st Chinese Regiment. The Commis-
sioner's party included His Hon. the Commis-
sioner, Lady Buxton, Mr. and Mrs. Barton,
of Tientsin and Bishop Shiff. There were also
present Captain Shortland, H.M.S. "Hogue,"
Captain Savory, H.M.S. "Dardanelles," Com-
mander and Mrs. Yorke, Captain and Mrs. Barnes,
Rev. and Mrs. A. G. Walker, Rev. and Mrs. F.
Perry, Rev. and Mrs. J. Richards, Rev. F.
Waters, Lieutenant and Mrs. Jones, Mr. and
Mrs. Shand, Dr. and Mrs. Marsh, Mr. and Mrs.
Swan, Mr. and Mrs. Ramsey, Mrs. Platt, Mrs.
Gardiner, Mrs. Smart, Mrs. Ellis, Mrs. Matheson,
Mrs. Larking, Mrs. Hickin, Mrs. Murphins,
Miss Macrae, Miss Blomfield, Miss Parkhill,
Miss Warr, Miss out, Miss Gresham, Messrs.
R. F. Johnston, District Magistrate G. H. An-
drews, R. N., E. Carpal and R. H. Ellis.The Headmaster said:—Captain Ommeney,
Ladies and Gentlemen, the Commander-in-
Chief had promised to take the chair on this
occasion if able to do so, but left yesterday for
Chenulpo. He has kindly asked Captain
Ommeney to take his place, and I assure you,
Sir, that we feel greatly honoured in having the
Senior Captain presiding to-day. For some
reasons it would be more desirable to have
"Prize Day" at the end of the year, but we
had an unfortunate experience last year, when
visitors were prevented from coming by
unusually severe weather. This and the com-
paratively small resident population of Wei-
hai-wei in winter have decided us to fix the
distribution for the end of the summer term.Apart from the school our audience last year
was very small. We hope that your pres-
ence in such numbers to-day is—in part—an
indication of goodwill and friendly interest in
the school? The school was first opened in
January, 1901, when, for the first time, there
were four day scholars, and the school premises
consisted of one room. On Mrs. Lark's return
from England, in the following May, we rented
a house in Port Edward, and were able to re-
ceive boarders. That term we had six, of whom
one is with us still. Our first prize distribution
was held in July, 1903.—His Hon. the Commis-
sioner presiding—and by that date the school
contained 20 boarders and five day scholars.In January, 1904, we moved into our new pre-
mises, and at the end of that year there
were 23 boarders and one day scholar. Our
day scholars—our "own ewe lamb"—left us with
some precipitation last Easter to take up a
position in an architect's office in Shanghai.To-day we number 33 boarders, an increase of
50 per cent on last year. As the school was built
to receive 40 only, it will be seen that we are
approaching the limit of our accommodation.
The school's progress, and ultimate success
or failure, are so closely bound up with the
future of Wei-hai-wei, and the important ques-
tion of its rendition to China or a prolongation
of British tenure, that a reference in this report
to a somewhat hackneyed subject is, I trust,
permissible. No one will question the state-
ment that a first condition of commercial or
professional success is security of tenure, and
we clamour for this security. Though Wei-hai-
wei has been a British possession for 7 years,
our Government is apparently still making up
its mind concerning it. We are, therefore,
compelled by this circumstance, to spend
a minimum on improvements of the school pro-
perty, or in ordering the necessary books,
stationery, etc., from England. A more press-
ing difficulty is the problem of getting from
home additional teaching assistance. A man
would, of course, require a certain guarantee
before accepting a mastership abroad. Though
no one interested in the Colony will be at ease
till he learns that a new treaty with China, re-
newing the lease of Wei-hai-wei, has been
signed, present indications are that Great
Britain will retain the place. In this connec-tion I will read you two letters—replies to
correspondence I addressed to His Honour the
Commissioner and Mr. Ernest Satow.(1.) H.M. the Commissioner's letter:—
Government House, Port Edward,
Wei-hai-wei, 23rd June, 1905.Sir,—With reference to your letter of the 4th
March last, regarding the tenure of Wei-hai-
wei, a copy of which was transmitted to the
Colonial Office, I have the honour, by the
direction of the Right Honourable the Secre-
tary of State for the Colonies, to inform you
that His Majesty's Government do not con-
sider that the British tenure of Wei-hai-wei is
affected or likely to be affected by the result of
operations now in progress in the Far East.—
I have the honour to be, Sir, your most obedi-
ent servant.J. H. STEWART LOCKHART,
(Commissioner).

H. L. Beer, Esq., Head Master.

Wei-hai-wei School.

(2.) Letter from the British Embassy, Peking.
Peking, 3rd July, 1905.Sir,—I am directed by His Majesty's Minister
to acknowledge the receipt of your letter of
June 21st informing him that there are per-
sistent rumours that the British Government
are about to return Wei-hai-wei to China, and
asking to be furnished with information on the
subject.Sir Ernest Satow directs me to inform you
that such rumours should be entirely disre-
garded.—I am, Sir, your obedient servant.

ROBERT COLLIER.

Herbert L. Beer, Esq.,
Wei-hai-wei School.Our Hongkong Connection.—Mr. Johnston,
our chairman at the last prize distribution, said
he thought the school should be advertised
more, and that it was little known in Hong-
kong. We now have five pupils from that
Colony and presumably the advantages of
education in the excellent climate we enjoy are
being recognised by parents there.College of Preceptors Examinations.—Our
first public examination was held this term at
the end of June. The great majority of
secondary schools in England send candidates
for the Oxford and Cambridge Local Ex-
aminations or for the Certificate Examinations
of the College of Preceptors.We found it more convenient to ask the
latter body to examine twelve boys here. The
Rev. F. Perry kindly acted as Local Superin-
tendent; three pupils took the 1st class, or
"Senior" papers, five the 2nd Class, or "Junior,"
four the 3rd Class.As the papers have been sent to London for
correction, it will be some time before the re-
sults are known. All the papers seemed of
average standard except the Senior Arithmetic,
which was unusually difficult—almost unfair.
I have written a letter of protest to the Secre-
tary of the College concerning this.The ages of our candidates for the different
classes approximate to the average ages of
candidates of the same standard at home. It is,
I fear, too much to expect that all have passed.
There is a type of boy—inclined to take things
easily—who often benefits by failure in an
examination.

But we labour under some

Chinese—both written and colloquial—is of the highest importance. We have eight boys learning this language as an extra subject.

A considerable proportion of our pupils finish their education in England. If parents wish their boys to take good pieces in school at home, they should see to it that proper tuition is given in good time. One parent here for several terms seems disappointed that his boy was considered backward by his school-master in England. We do not undertake to achieve the impossible. The responsibility of deciding the age at which a boy goes to school rests, of course, with the parent. It is neither reasonable nor fair—either to the boy or the school—to expect us to accomplish in a year what would require two years in another school.

Another difficulty with us is the social question. Mrs. Smith is not on calling terms with Mrs. Brown, and their respective husbands are not members of the same clubs. They would like to carry this sort of thing into the school-room even, and their children must not associate in the same playground. It is not a question of character, or the risk run of moral depravity, but social ease and simple. These little social distinctions do not trouble educationists much in the United States, or our large colonies, though very apparent in Great Britain.

At this school in deference to the strong feeling against Eurasians—a feeling often carried to extreme and unfair lengths—we are compelled to exclude this class. All we can undertake as regards pupils admissible here is that a boy, whose general influence on younger boys is pernicious, will not be allowed to stay.

Sports.—Last Easter term we played two football matches against the Gun Room Officers of H. M. S. *Amphitrite* and H. M. S. *Hogue*. We lost both the first by 3 goals to 1, the second by 6 goals to 1. Our school team was evidently not sufficiently heavy, but we hope we gave our opponents good games. We certainly derive considerable benefit from these friendly contests. This afternoon, as the weather is fine, we propose to have some swimming races. Mr. Barnes has kindly promised to give away prizes to winners in the different events.

Health Record.—Our health record has again been good. We had one case of severe tonsillitis which developed inflammation that necessitated a small operation. Beyond this we have had nothing sufficiently serious to mention. Our thanks are due to Capt. Aylem, R. A. M. C., for his kind professional attendance.

Staff.—We are under obligation to Miss Calder for her assistance in the house and with the little boys. And I take the opportunity of thanking Mr. Fell for his loyal support and help in the school and class-room. His interest in sports and swimming is also much appreciated.

The prizes, as on previous occasions, were mostly presented by parents and others interested in the school. There has been unavoidable confusion owing to the rearrangement of classes for our public examination, and rather than that a boy should consider his is under a disadvantage, we are giving in two instances more than the usual number of two prizes to each form.

The Conduct Medal this year is presented by His Honour the Commissioner. The boys vote on this, choosing the most decent fellow in the school, but a boy who has once obtained the medal is not entitled to it a second time. Edgar, Lorenzen, and Major have already obtained it, and to-day it goes to a boy who received 23 votes out of the 31 given.

You will notice that the word "education" necessarily is of frequent occurrence in a school report. We, of course, use the term in its widest sense—development in physical as well as moral and mental directions—all necessary factors in the creation of that composite being—"the perfect man." If we succeed in turning out men who are approximate to this ideal, young men who will be true to the school motto—"Deo Patri, laque Fidelis"—you will, I feel sure, agree with me that our aim and object as a school have in some measure been obtained.

The Chairman said: Mr. Beer, Ladies and Gentlemen, I first of all wish to tell you how exceedingly sorry Sir Gerard Noel is in not being able to distribute the prizes to-day. He had promised Mr. Beer to be present but has had to leave for Chemulpo. Lady Noel also wished me to say how she regretted not being able to come, as she is sure she would have enjoyed being present immensely—especially to see the boys receive their prizes. When Sir Gerard found he was unable to come, he asked me to take his place, and it has given me great pleasure to preside here to-day (applause).

I am not fond of making speeches, so will confine myself to a few remarks only. I am glad the school has progressed so well and wish Mr. Beer continued prosperity in the future, in fact, that the school will grow so large that it will have to be called a "College." As Mr. Beer says the school has several disadvantages, but the very reliable information he has recently received is more than most people have been able to learn concerning the intentions of our Government as regards Wei-hai-wei (applause). The school cannot have much competition in sports, but competition is not always good for a school, as it breaks an otherwise continuous course of study, and sometimes causes too great excitement.

It is true that the midshipmen of the *Hogue*, defied the school at football, but the school beat the *Andromeda*, of which I am captain. I do not wish to hurt the feelings of the midshipmen who are present, but shall I say, it gave them a chance to wipe their eyes (laughter). The conduct medal, I see, is given by the Commissioner. I think this must be partly—as he tells me—because he never earned such a reward himself (laughter).

Bishop Stiff in proposing a vote of thanks to the Chairman said he was very pleased to be present at the prize distribution. He remembered very well the prize distributions when he was at school some 25 years ago. The Dean, who used to present the prizes, made such long speeches that they could hardly keep themselves from yawning. Their desks in those days were not so nice nor so suitable to show their glee. Captain Ommannoy he believed, intended to make a five minutes' speech to each recipient of a prize, but unfortunately the desks effectively prevented his own experience as a boy he would not tire them with a long speech, but would call upon them to join him in cheers—"use your desks as much as you can"—for Mr. Beer and his school (loud applause).

LIST OF PRIZE WINNERS.
Form I. Dux prize. Won by M. A. Lorenzen, presented by P. F. Johnston, Esq., Improvement Prize. Won by W. H. Edgar, presented by J. J. F. Bandinel, Esq.
Form II. Dux prize. Won by C. W. Lorenzen, presented by J. J. F. Bandinel, Esq., Improvement Prize. Won by T. C. Conner, presented by W. B. Buysers, Esq.
Form III. (Upper) Dux prize. Won by E. Walker, presented by G. Grimble, Esq., Improvement Prize. Won by T. C. Conner, presented by W. B. Buysers, Esq.
Form III. (Lower) Dux prize. Won by W. Martinson.

Form IV. Dux prize. Won by R. B. Roach, Improvement Prize. Won by W. F. Paston. Special Prize for Languages (Latin, French, German). Won by M. A. Lorenzen, presented by W. B. Buysers, Esq.
Special Prize for Mathematics. Won by M. A. Lorenzen, presented by H. C. Davis, Esq.

Special Prize for English Subjects. Won by M. A. Lorenzen, presented by G. D. Pittipios, Esq.
Conduct Medal. Awarded to C. W. Lorenzen, presented by His Honour the Commissioner.

SWIMMING RACES.
Boats from H. M. S. *Andromeda*, kindly lent by Captain R. N. Ommannoy, were of great assistance in these races, which took place immediately after the distribution of prizes. Mrs. Barnes, the wife of our energetic O. C. Troops, graciously presented the winners with their rewards, pocket-knives and similar useful articles. There were six events in all with the following results:—
1.—50 yards (open) won by I. H. Bandinel. Presented by His Honour the Commissioner.
2.—50 yards (under 15) won by W. F. Martinson. Presented by Miss Beer.
3.—50 yards (under 12) two prizes, won by (1) C. C. Walker, (2) E. Grimble. Presented by His Honour the Commissioner.
4.—200 yards (open) won by W. W. Conner. Presented by J. W. Fell, Esq.
5.—Diving Competition, won by J. M. Bandinel.
6.—Comic Race, won by W. F. Martinson. Presented by Mrs. H. L. Beer.

Long distance swimming.—On the following Monday several of the boys spending their vacation at the school attempted a "long swim." Three boys—W. Roope (aged 14) C. C. Conner (18) W. F. Martinson (aged 13)—succeeded in crossing the western entrance from the beach in front of the school to Liu-lung-tau, a distance of about 2½ miles.—Contributed.

ARRIVALS.
Malta, Br. s.s., 3,900, R. A. Peters, 24th Aug.—P. & O. S. N. Co.
Silesia, Ger. s.s., 1,138, Hahle, 24th Aug.—Hamburg via Straits 10th July, Gen.—H. A. Dierichsen, Ger. s.s., 774, H. Schalkier, 24th Aug.—Haiphong 19th Aug., Gen.—J. & Co.
Pakli, Ger. s.s., 1,018, H. Dames, 24th Aug.—Bangkok and Hoivoh 17th Aug., Rice and Gen.—B. & S.
Sumatra, Ger. s.s., 584, H. Winne, 24th Aug.—Singapore 17th Aug., Ballast.—N. D. L.
Taming, Br. s.s., 1,350, Outerbridge, 25th Aug.—Manila 22nd Aug., Gen.—B. & S.
Alavia, Br. s.s., 2,973, J. E. Davison, 25th Aug.—Kobe via Moji 20th Aug., Gen.—Mr. Fasaboy.

Iphigenia, Br. cruiser, 3,600, W. B. Fawcner, 25th Aug.—from Weihaiwei.
Choyang, Br. s.s., 1,424, T. W. Selby, 25th Aug.—Canton 24th Aug., Gen.—J. M. & Co.
Kwangshai, Ch. s.s., 1,156, Wm. H. Lunt, 25th Aug.—Canton 24th Aug., Gen.—C. M. S. N. Co.

Clearances at the Harbour Office.
Swatow, for Swatow.
Clara Jensen, for Shanghai.
Hankow, for Haiphong.
Kalgan, for Shanghai.
Kung, for Tientsin.
Malta, for Bombay.
Madelin & Rickmers, for Hoivoh.
Dugmar, for Bangkok.
Longkong, for Manila.
Zafiro, for Manila.
Hoivoh, for Kwong-chow-wan.
Tijmah, for Shanghai.
Ormidale, for Singapore.

August 25.
Nubia, for Yokohama.
Clara Jensen, for Shanghai.
Ormidale, for Singapore.
Tijmah, for Shanghai.
Dugmar, for Bangkok.
Kung, for Tientsin.
Shanghai, for Canton.
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Hoivoh, for Kwong-chow-wan.
Kalgan, for Shanghai.
Kung, for Tientsin.

Per Silesia, from Singapore—323 Chinese.
Per Malta, from Shanghai for Hongkong—Sub-Lieut. Newgate, R.N., Messrs. E. A. Muir, E. G. Costa, F. Fernandez, Li Junson and Von Lehner. For Singapore—Mr. Hutchinson. For Colombo—Mr. H. Prior. For London—Mrs. Talbot and Miss Leggett.
Per Taming, from Manila—Mrs. E. Hamilton, Mrs. H. Watson, and 2 children. Miss D. Ellis, Messrs. C. Lico and child, J. S. Mohler, D. J. Taylor, Ah Gong, C. Hong, Cho Long, W. Lawrence, A. Demolin, W. F. Calloway, S. Jones, P. Dams, R. Wheeler, H. Wheeler, E. Howell, Poo Klymore, J. Morgan, Ninozo Turner, Zarrell, Stewart, Venn, Maxwell, and 7 Chinese.

Passengers to depart.
Per Malta, from Shanghai for London—Mrs. Talbot and Miss Leggett. For Colombo—Mr. H. Prior. For Singapore—Mr. Hutchinson. For Hongkong—Mrs. D. I. Taylor. For Marseilles—Messrs. E. Costa and Fernandez. For Singapore—Messrs. W. E. Davies, Henry Lico, Bert Baxter and Frank Meisner.

Shipping Report.
Str. Taming from Manila—Light SE. wind, and fine weather throughout.

Str. Sutton Hall from New York—Atlantic, moderate W. wind and sea; India's (can, moderate fresh) Malacca Straits, heavy rains, and variable wind; China Sea, light SW. winds, and smooth sea.

Vessels in Port.
STRANERS.
Aragonia, Ger. s.s., 3,324, R. Schuldt, 19th Aug.—Portland, Or. 22nd July, Gen.—P. & A. S. Co.
Batehall, Br. s.s., 1,378, Chas. Paison, 29th July.—Sourabaya 20th July, Sugar.—D. & Co., Ltd.
Borneo, Ger. s.s., 1,444, F. Sambill, 21st Aug.—Sandakan 16th Aug., Timor & Gen.—M. & Co.
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Courtfield, Br. s.s., 2,874, J. W. Martin, 15th Aug.—Moji 9th Aug., Coal.—B. & Co.
Daijin Maru, Jap. s.s., 900, H. Ukita, 23rd Aug.—Tamsui via Amoy and Swatow 22nd Aug., Gen.—O. S. K.
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"MALTA,"

Captain R. A. Peters, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, TO-MORROW, the 26th August,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Macdonald*, 10,500 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will
be conveyed from Bombay by the R.M.S. *Cal-
edonia*, due in London on the 8th October.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.
Hongkong, 25th August, 1905.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ARMAND BEHIC,"

Captain E. Guionnet, will be despatched for
MARSEILLES on "TUESDAY," the 5th
September, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *ERNEST SIMONS*... 19th September.
S.S. *POLYNESIE*... 30th October.
S.S. *CALEDONIE*... 17th October.

G. DE CHAMPEAUX,
Agent.

Hongkong, 23rd August, 1905.

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Lyra</i> ...	4,417	G. V. Williams	At Sept. 15
<i>Pleades</i> ...	3,753	F. G. Purinton	" Oct. 7
<i>Shawmut</i> ...	9,666	E. V. Roberts	" Oct. 14
<i>Tremont</i> ...	9,666	T. W. Garlick	" Nov. 4
<i>Hyades</i> ...	3,753	Geo. Wright	" Nov. 11

Cargo only.

Steamer marked (*) have no second-class
passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 24th August, 1905.

Insurance.

NORTH GERMAN FIRE INSUR- ANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong 28th May, 1895.

To Let.

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.
No. 1, RIFON TERRACE,
FLATS in MORETON TERRACE, facing
Polo Ground.
OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS; PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 19th August, 1905.

TO LET.

NO. 3, MACDONNELL ROAD.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 19th July, 1905.

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 27th June, 1905.

TO LET.

WITH IMMEDIATE POSSESSION.
"FOREST LODGE," Caine Road.
Apply to—
H. N. MODY.

Hongkong, 4th May, 1905.

TO LET.

SEMI-DETACHED VILLAS, Two, in
Garden Road, near the Ferry, with Fine
Bright and Airy Rooms. GAS and ELECTRIC
BELLS laid on. Commanding fine view of the
Harbour.

Rents very moderate.

Apply to—
H. RUTTONJEE,
No. 5, D'Agular Street,
37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—
SIEMSEN & CO.

Hongkong, 10th January, 1905.

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for

GASOLINE AND GAS
LAMPS
at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,500,000 \$250,000	\$1,702,728	{ £1 15/- @ exchange 1/101=\$18.66.67 for first half-year 1905	5 %	{ \$890 ex. div. London 289
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	...	\$38 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	5 %	\$335 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$50,000 \$51,992 \$52,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	5 1/2 %	\$80 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$372,749 \$893,110 \$846,773 \$750,000 \$5,000 \$5,810	\$2,078,997	\$35 for 1903	4 1/2 %	\$750 sales
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$218,093 \$2,241 \$1,700,595	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 %	\$172 1/2
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$30	\$1,000,000 \$218,093 \$2,241 \$1,700,595	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$84 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$218,093 \$2,241 \$1,700,595	\$360,372	\$34 for 1903	10 1/2 %	\$335 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,000 \$85,419	\$8,832	\$1 for 1904	5 %	\$20
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$20,000 \$500,000 \$145,376 \$120,000 \$241,150 \$3,999	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$500,000 \$145,376 \$120,000 \$241,150 \$3,999	\$180.4	\$1 for first half-year 1905	7 1/2 %	\$26 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$2,500,000 \$25,000 \$400,000 \$4,116	\$4,435	12/- @ 1/101=\$6.29.51 for 1904	6 1/2 %	\$96
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000 \$400,000 \$4,116	Tls. 43,762	{ Tls. 2 1/2 final making Tls. 4 1/2 for 1904 ... Tls. 1 1/2 final making Tls. 3 1/2 for 1904 ...	7 1/2 % 7 %	Tls. 60 buyers Tls. 50 buyers
Do. (Preference)	100,000	£1	£1	\$400,000 \$5,000 \$24,237	\$48,852	Interim of 1/- (Coupon No. 5) for 1904	4 1/2 %	21/-
"Shell" Transport and Trading Company, Limited	2,000,000	\$10	\$10	\$5,000,000 \$500,000 \$24,237 \$400,000 \$21,075 \$110,113 Tls. 98,000	\$929	{ \$1.80 for year ending 30.4.1905 \$0.90	5 1/2 % 3 1/2 %	\$33 \$25
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$24,237 \$400,000 \$21,075 \$110,113 Tls. 98,000	\$929	\$10 for 1904	6 1/2 %	\$150
Straits Steamship Company, Limited	5,000	100	\$100	\$110,113 Tls. 98,000	\$11,231	\$10 for 1904	6 1/2 %	\$150
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 195,479 Tls. 28,000 Tls. 81,200	Tls. 4,333	Interim of Tls. 2 for 1905	13 1/2 %	Tls. 29 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 none	\$42,812	Interim of \$10 for 1905	11 %	\$23 1/2 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$85,087	\$3 for 1897	...	\$25
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	3 1/2 %	Tls. 68 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000 none	\$7,820	Interim of 1/- (No. 4)	...	Tls. 7.20 sellers
Oriental Consolidated Mining Company, Limited	500,000	G \$10	G \$10	none	G \$672,093	Interim of 50 cents (gold) for 1905 (No. 5)	...	G \$18
Raub Australian Gold Mining Company, Limited	10,000	£1	£1	\$4,873	\$8,745	No. 12 of 1/-=48 cents	...	\$3 buyers
DOCKS, WHARVES & GODOWNS.								
Farnham (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5	9 1/2 %	Tls. 137
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$70,000	\$8,577	{ \$3.75 for 1904 on old capital First year	7 1/2 %	\$27 buyers \$25 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$250,000 \$58,473 \$10,000 \$300,000	\$29,422	Interim of \$2 1/2 for 1905	5 %	\$100
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$41,500	\$501,332	\$6 for first half-year 1904	6 1/2 %	\$194 ex div.
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$489	\$1 1/2 for 1903	7 %	\$17
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 59,880	Tls. 10,711	Interim of Tls. 6 for 1905	6 1/2 %	Tls. 191 ex div.
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000 Tls. 17,500	\$206,645	\$20 for 2nd half year making \$26 for 1904	6 1/2 %	\$300
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9 1/2 %	Tls. 195 buyers
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$14,516 Tls. 8,000	\$9,028	\$2 1/2 for year ended 30.6.1905	9 1/2 %	\$27 1/2 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 34,000	Tls. 806	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 135 sales
Central Stores, Limited	6,000	\$15	\$12	\$29,000	\$1,502	Final of 60 cents making \$1.80 for 1904	10 %	\$18 sales
Do. (Founders')	123	\$15	\$12	\$29,000	\$1,502	None	7 %	\$7 1/2
Do. (New Issue)	24,000	\$15	\$7 1/2	\$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904	7 %	\$150 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$250,000 \$10,000	\$37,875	Interim of \$3 1/2 for 1905	5 1/2 %	\$128
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000 Tls. 20,986	Tls. 7,222	Tls. 2 1/2 for the year ending 31.3.1905	14 1/2 %	Tls. 17 1/2 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 20,986	First year	Interim of \$4	...	\$105
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,994 \$50,000	\$11,958	90 cents for 1904	7 1/2 %	\$12 1/2 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	none	\$377	\$3 for 1904	7 1/2 %	\$40
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	\$377	Interim of Tls. 3 for 1905	6 1/2 %	Tls. 122 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,666	Interim of Tls. 3 for 1905	12 %	Tls. 45 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Interim of Tls. 3 for 1905	6 %	Tls. 127 1/2 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 735	None	6 1/2 %	Tls. 12 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	\$1,247	Interim of \$1 1/2 for 1905	6 1/2 %	\$56
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Interim of \$1 1/2 for 1905	6 1/2 %	\$56
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 12,844	Tls. 4 for year ended 31.10.1903	8 %	Tls. 50 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	3 1/2 %	\$16
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 45 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898	...	Tls. 57 1/2 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 22,050	4 % for 1897	...	Tls. 225 buyers
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	£770	First year	...	\$118 sales
Ellis Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$2,314	\$1,182	1/3 per share for 1904	9 1/2 %	\$7 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	Nil.	\$3 for 1904	8 1/2 %	\$36
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	8 1/2 %	\$14
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Interim of Tls. 5 for 1905	8 1/2 %	Tls. 77 1/2
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$3,739	None	...	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1904	8 1/2 %	\$10 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$100,000 \$100,000 \$186,000 £25,394 £3,000	\$95,054	\$1 1/2 for year ending 31.7.1903	...	\$17 sellers
Green Island Cement Company, Limited	150,000	\$10	\$10	\$100,000 \$100,000 \$186,000 £25,394 £3,000	\$7,551	\$2 for 1904	7 %	\$28
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000 £25,394 £3,000	\$7,551	Final of \$1 1/2 making \$2 1/2	9 1/2 %	\$27 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	none	\$8,188	£1 div. and 2/- bonus for 1904	7 %	\$175 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$2,151	{ \$1.00 for year ending 30.4.1905 50 cents	6 1/2 % 5 1/2 %	\$15 \$9 1/2
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,796	\$15 for year ending 30.11.1904	7 %	\$112 1/2
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$50,000	\$5,356	Interim of \$4 for 1905	7 %	\$237 1/2
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$11,137	\$10 for 1904	13 1/2 %	\$152 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$3,500	\$209	Interim of 50 cents 30.9.04	7 1/2 %	\$15
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,562	Interim of \$5	7 1/2 %	\$145 sales
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. \$48,210 Tls. 19,465	Tls. 35,849	{ 2nd quarterly of Tls. 15, paid 15.5.05 mak- ing so far Tls. 12 1/2 for 1905	...	Tls. 175 sales
Mondon, (E. L.) Limited	7,000	\$10	\$10	none	Dr. Tls. 117,638	Tls. 5 for 1902	...	Tls. 25
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. \$5,537	First year	...	\$50 norm.
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,537	None	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 145,000 Tls. 108,172	Tls. 8,011	Interim of Tls. 3 1/2 for 1905	7 %	Tls. 122 1/2 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	6 %	Tls. 80 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 35,000	Tls. 6,968	Interim of Tls. 6 for 1905	8 1/2 %	Tls. 155 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 17,000	Tls. 1,297	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 68 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 170,000	Dr. Tls. 17,220	Interim of 15/- for 1905	4 1/2 %	Tls. 420 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$5,068	None	...	\$20
Steam Laundry Company, Limited	15,000	\$5	\$5	none	\$3,044	60 cents for year ended 31.5.04	7 1/2 %	\$8 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	\$35,000	\$700	\$5 for 1905	...	\$150
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	{ Tls. 15,295 Tls. 15,400	Tls. 1,012	Final of Tls. 4 1/2 making Tls. 8 1/2 for 1904/5	7 %	T.Tls. 120
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	Tls. 15,400	\$551	{ 80 cents for year ended 31.5.1905 \$19.80	9 % 11 %	\$9 buyers \$180 buyers
Do. (Founders')	100	\$10	\$10	\$300,000 \$35,000	\$6,096	Final of 50 cents making \$5 1/2 for 1904	7 1/2 %	\$14 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$35,000	\$6,096	Interim of 50 cents for year 1904/1905	10 1/2 %	\$14 buyers
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$588	First year	...	\$101 sales